



WEST COAST'S HOTTEST SCION FR-S

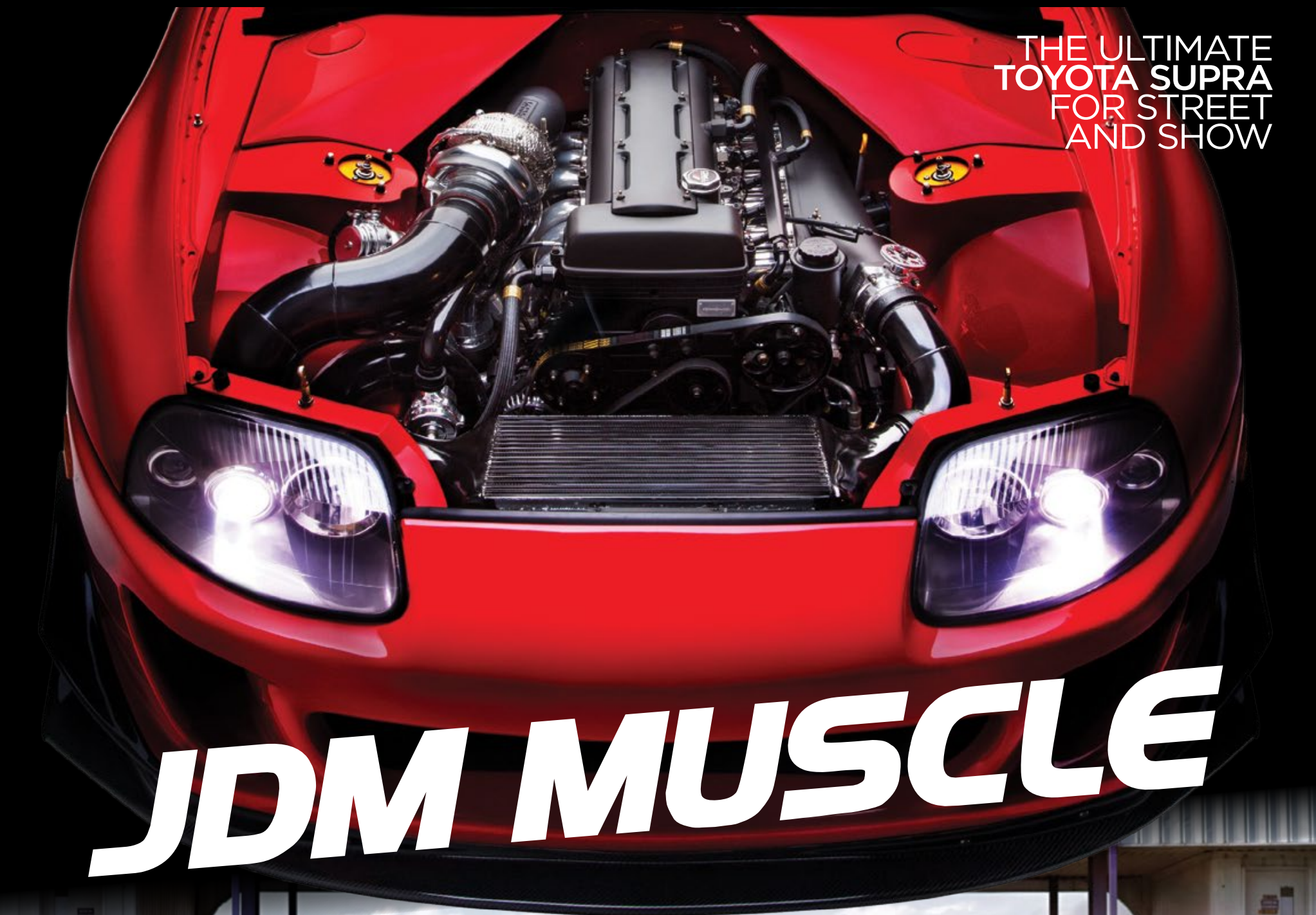
SUPER STREET

Danielle Ruiz



VOL. 19 NO. 8 SUPERSTREETONLINE.COM THE BEST TUNER MAG EVER

THE ULTIMATE
TOYOTA SUPRA
FOR STREET
AND SHOW



JDM MUSCLE



700+HP OR STAY HOME!
AMERICA'S BADDEST ROLL RACE EVENT





Phantom Silver

Flat Black



15 INCH 16 INCH 17 INCH 18 INCH 19 INCH

Center cap included

FORMULA DRIFT CHAMPION CHRIS FORSBERG



Phantom Silver

Flat Black

15 INCH 16 INCH 17 INCH 18 INCH 19 INCH

Center cap included



Phantom Silver

Flat Black

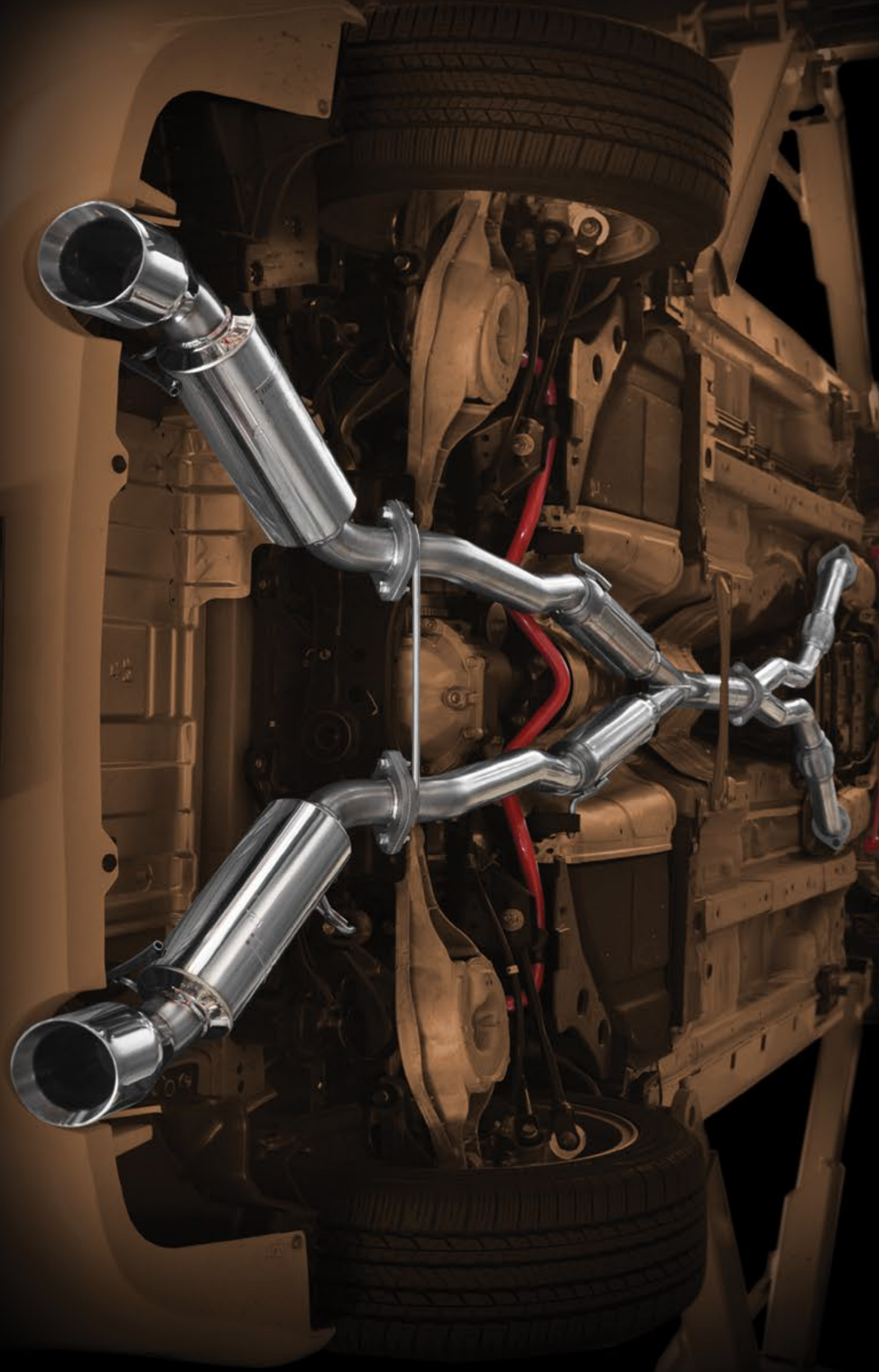
17 INCH 18 INCH 19 INCH

Center cap included





33 Years Engineering



Exhaust **PRICE REDUCTION** Now!

* Prices subject to change without notice.

TANABE
1849 Western Way Torrance, Ca 90501

www.Tanabe-USA.com

Follow Us:



CONTENTS

FEATURES

- [18 MAZDA RX-8](#)
- [30 '13 SCION FR-S](#)
- [38 COVER MODEL: DANIELLE RUIZ](#)
- [42 COVER FEATURE: '97 TOYOTA SUPRA](#)
- [56 '93 HONDA CIVIC](#)
- [74 BACK IN THE DAY: '75 MERCEDES-BENZ 240D](#)

EVENTS

- [14 NEW YORK INTERNATIONAL AUTO SHOW](#)
- [22 TX2K15](#)
- [52 TUNER GALLERIA](#)

PERFORMANCE

- [72 AIR RIDE SUSPENSION](#)

LIFESTYLE

- [10 BLUETOOTH SPEAKERS](#)

DEPARTMENTS

- [6 HOLE SHOT](#)
- [8 USUAL SUSPECTS](#)
- [62 ETC.](#)
- [64 MODEL SPOTLIGHT](#)
- [81 HAPPY ENDING](#)



SUPER STREET (ISSN #1093-071X), AUGUST 2015 VOL. 19, NO. 08

Copyright © 2015 by TEN: The Enthusiast Network Magazines, LLC. All Rights Reserved. Published monthly by TEN: The Enthusiast Network, LLC., 261 Madison Avenue, 6th floor, New York, NY 10016. Periodicals Postage Paid at New York, NY and at additional mailing offices. Subscription rates for 1 year (12 issues): U.S., APO, FPO and U.S. Possessions \$22.97; Canada \$34.97; foreign orders \$46.97 (including surface mail postage). Payment in advance, U.S. funds only. For a change of address, six weeks' notice is required. E-mail superstreet@emailcustomerservice.com, call 800/456-6426 or 386/447-6385 (Intl) or write to Super Street, P.O. Box 420235, Palm Coast, FL 32142-0235. Please include name, address and phone number on any inquiries. No part of this book may be reproduced without written permission. Printed in the U.S.A. This book is purchased with the understanding that the information presented is from varied sources for which there can be no warranty or responsibility by the Publisher as to accuracy or completeness. Postmaster: Send all UAA to CFS. (See DMM 707.4.12.5); NON-POSTAL AND MILITARY FACILITIES: send address corrections to Super Street, P.O. Box 420235, Palm Coast, FL 32142-0235.



IT'S TIME TO DITCH THE CLAY

The NEW Surface Prep Mitt replaces the traditional clay bar, quickly and easily removing embedded paint deposits. With a patented rubberized polymer technology and more surface area, less than 10 minutes gets the job done. Plus, it's washable and reusable for up to 20 vehicles. The perfect shine starts with a perfect surface.



Winner of the February 2015 Eagle One online car show.
Owner: Mo Iqbal

NEW NEXT LEVEL™ SURFACE PREP MITT

For best results, use Eagle One Wipe & Shine™ Detailer.



SEE IT WORK AT EAGLEONE.COM

Manufacturer of vehicle shown has not endorsed this product. Ashland copyright 2015

EVERYBODY GET YOUR ROLL ON



»800hp DC2 Integra that eats Supras for breakfast. Read more on page 22.

If you know what the three honks means, then you'll understand why this month's report on Texas 2K is so important. Every night, there are people driving home on the highway from work or school in their beloved project car. All of a sudden, another modified car pulls up next to them. They hear the exhaust note, match the same speed for six or seven seconds, give each other the look, then a series of three honks takes place... On the third honk, they downshift to third, and pedal to the metal. The two cars go wide-open throttle until one of them lets off—maybe the race was an absolute blowout or maybe there's traffic up ahead. Either way, a winner was crowned as hazards flash, signaling a victory or a goodbye; a highway street race has just happened.

We've all been there, whether as a driver or passenger. I've always heard about it as a kid, playing video games and experiencing it for the first time when I was 16. It gets our adrenaline pumping and is one of the reasons why we spend our paychecks on that expensive downpipe or software upgrade. Now, I'm not going to preach and tell you not to do it. We're all adults, and I'll admit it can be fun as hell. But there are some loose cannons out there who put other drivers in danger or have more power at their disposal than they can control. It only takes one mistake to put yourself into a guardrail or worse, hit another car. There's a reason why this shit's illegal...

With that said, this is where events like Texas 2K come into the picture. It takes the concept of a highway roll race and brings it to a track where you can go head-to-head against whomever you want in a competitive environment. It's less technical than a quarter-mile race where the bulk of your times happen in the first tenths of a second. In roll racing, top speeds are recorded and it can also be more fun to many of you, considering most of us want to go faster after 10-15 seconds in a quarter-mile. This year's TX2K is the culmination of 16 years of roll racing. It brings out the big boys when it comes to horsepower—since when was 700 hp not enough power?! While TX2K is on the farthest end of the roll race competitive spectrum, it's important to know that these events are popping up, and we encourage you who are as speed hungry as we are to give it a shot. There's a safer and fun alternative out there to hearing those three honks.

Sam Du
Editor

IN THE RED

This issue brings another slam dunk of feature cars with something for everyone. Here are my three favorites, and they all happen to be red!



»Hayashi-san's RX-8 This SE3P from Japan is so extreme, it's hard not to acknowledge it. Haters gonna hate! P. 18



»Noel's FR-S The hottest FR-S in the SoCal show scene today. P. 30



»Enrique's Supra Not built for power, drift, or show, this month's Supra cover car was built simply to be a masterpiece, inside and out. P. 42

SUPER STREET

Editorial

Network Content Director

Sean Russell

Editor **Sam Du**

Managing Editor

Michelle McCarthy

Online Editor **Bob Hernandez**

Social Media Manager

Mike Sabouchi

Staff Editor **Jofel Tolosa**

Production Editor **Josh Ching**

Art Direction & Design

Art Director **Bernice Guevarra**

Contributors

Aaron Bonk, Stephen Brooks,

Joel Chan, Steve Enomoto,

Ryo Kaneta, Joey Lee, Ryan Lugo,

Randy Ly, BK Nakadashi,

Jorge Nunez, John Pangalanan,

Austin Ragno, Colin Waki,

Jonathan Wong

Manufacturing &

Production Operations

VP, Manufacturing & Ad Operations

Greg Parnell

Senior Director, Ad Operations

Pauline Atwood

Archivist **Thomas Voehringer**

The Super Street

Network on the Web

www.europeancarweb.com

www.superstreetonline.com

Advertising

General Manager,

Super Street Network

Mark Han

Associate General Manager

Willie Yee

Advertising Coordinator

Joseph Vиноj

WEST

Los Angeles: 831 S. Douglas St., El

Segundo, CA 90245; 310/531-9900

Irvine: 1821 E. Dyer Rd., Ste.

#150, Santa Ana, CA 92705;

949/705-3100

EAST

New York: 261 Madison Ave.,

6th Floor, New York, NY 10016;

212/915-4000

NORTH

Detroit: 4327 Delemere Court,

Royal Oak, MI 48073

MIDWEST

Chicago: 312/396-0620

SOUTHEAST

813/675-3479

SOUTHWEST

626/695-5950

TEN:

The Enthusiast Network, LLC

Chairman **Peter Englehart**

Chief Executive Officer

Scott P. Dickey

EVP, Chief Financial Officer

Bill Sutman

President, Automotive

Scott Bailey

EVP, Chief Creative Officer

Alan Albanian

EVP, Sports & Entertainment

Norb Garrett

EVP, Chief Content Officer

Angus MacKenzie

EVP, Operations

Kevin Mullan

SVP, Enterprises

Tyler Schulze

EVP, Sales & Marketing

Eric Schwab

SVP, Digital Operations

Dan Bednar

SVP, Sales Operations

Matt Boice

SVP, Financial Planning

Mike Cummings

SVP, Automotive Digital

Geoff DeFrance

VP, Editorial Operations

Amy Diamond

EVP, Aftermarket Automotive

Doug Evans

SVP, Content Strategy, Automotive

David Freiburger

SVP, Digital, Sports & Entertainment

Greg Morrow

VP, Digital Monetization

Elisabeth Murray

SVP, Marketing

Ryan Payne

EVP, Mind Over Eye

Bill Wadsworth

Consumer Marketing,

Enthusiast Media

Subscription Company, Inc.

SVP, Circulation

Tom Slater

VP, Retention & Operations

Fulfillment

Donald T. Robinson III



THE ENTHUSIAST NETWORK™

Any submissions or contributions from readers shall be subject to and governed by TEN: The Enthusiast Network's User Content Submission Terms and Conditions, which are posted at <http://www.enthustianetwork.com/submissions>.

To advertise on this magazine's website, or any of TEN: The Enthusiast Network's other enthusiast sites, please contact us at AM-Advertising@enthustianetwork.com.

SUBSCRIPTION SERVICES FOR SUBSCRIPTION INQUIRIES: E-mail to superstreet@emailcustomerservice.com, call 800/456-6426, or 386/447-6385 (Intl) or write to Super Street, P.O. Box 420235, Palm Coast, FL 32142-0235. Please include name, address and phone number on any inquiries. For a change of address, six weeks' notice is required. Subscription rates for 1 year (12 issues): U.S., APO, FPO and U.S. Possessions \$22.97, Canada \$34.97, Foreign orders \$46.97 (includes surface mail postage). Payment in advance, U.S. funds only. Occasionally our subscriber list is made available to reputable firms offering goods and services we believe would be of interest to our readers. If you prefer to be excluded, please send your current address label and a note requesting to be excluded from these promotions to TEN: The Enthusiast Network, LLC, 831 S. Douglas St., El Segundo, CA 90245, Attn: Privacy Coordinator. **ADVERTISING INFORMATION:** Please call Super Street Advertising Department at 949/705-3149. TEN: THE ENTHUSIAST NETWORK, LLC. also publishes Chevy High Performance, 4-Wheel & Off-Road, Four Wheeler, Jp, Circle Track, Mustang Monthly, Mopar Muscle and Hot Rod. **REPRINTS:** Contact Wright's Media at 877/652-5295 (281/419-5725 outside the U.S. and Canada) to purchase quality custom reprints or e-prints of articles appearing in this publication. **BACK ISSUES:** To order back issues, visit <https://www.circsource.com/store/storeBackIssues.html>. Canada Post: Return undeliverable Canadian addresses to IMEX Global Solutions, P.O. Box 25542, London, ON N6C 6B2.

COPYRIGHT 2015 BY TEN: THE ENTHUSIAST NETWORK MAGAZINES, LLC.

ALL RIGHTS RESERVED • PRINTED IN THE U.S.A.

STATIC OR BAGS. IT'S YOUR CHOICE.

**NO CUTTING. NO WELDING. INTERCHANGABLE.
DON'T WORRY IT'S COMPLETELY REVERSIBLE.
BEING ON AIR HAS NEVER BEEN EASIER.**

With our ONAIR kit, you can easily change out your springs for bags, and it requires no permanent modifications to your current Function & Form suspension.

• Check out F2autolife.com for more details.

TYPE
FUNCTION/FORM

FUNCTION/FORM
ON AIR



@FUNCTIONANDFORM



FUNCTION AND FORM AUTOLIFE



F2AUTOLIFE.COM

>WHAT WE DID THIS MONTH?

📷 FOLLOW US ON INSTAGRAM TO SEE WHAT SHENANIGANS WE'RE UP TO.

SAM DU @duspeed



Dreams do come true. #nyias2015



Geeking out to the P1 GTR!



Two absolutely rad cars—the '75 3.0 CSL and Z4 GTLM.

SEAN RUSSELL @sea_russell



Jofel work hard, Jofel sleep hard.



Met "Photos with Joel" and was inspired by his post editing talents.



TX2K warehouse party.

JOFEL TOLOSA @jofeltolosa



Took a cruise on PCH in the GT-R!



Had lunch with a Formula D superstar @daiyoshihara.



New guard dog in the family... Meet Bear!

BERNICE GUEVARRA @bpgdesign



Los Doyers!



Always great hanging out with my friend @jdmwong.



Thank you, @idagency @kawasaki, for a fun day of learning to ride.

LUIS CENTENO @luisdanielcenteno



This basically sums up Dodgers spring training.



It's that time of the year again... #coachella



Pew, pew, pew!



SUMMERTIME IN THE LBC

By the time you get your hands on this, summer will be in full effect. In California, that means car shows 'n' meets every weekend, beach bonfires, barbecues, summer blockbusters (how dope was *Furious 7*?!), road trips, late-night boba runs, the list goes on... But if you're reading this, though, chances are you have some downtime—and we're glad you're spending it with us. We're changing things up at *Super Street* with a new 'n' improved look, nicer paper (newsstand only), plus we still have the best cars, hottest girls, and raddest readers! It's ultimately the result of long nights in our cubicles, an unhealthy dose of caffeine, and plenty of hours on the road.

Here are just a few events that are worth checking out this summer. Be sure to look up each event's website or Facebook page just in case a date or venue changes.

- July 11** StanceWars—Bellevue College
- July 12** Wekfest SF—San Jose McEnery Convention Center
- July 18** SpoCom—Anaheim Convention Center
- July 24-25** Formula D—Evergreen Speedway
- August 1** SpoCom NorCal—Club Auto Sport
- August 1** Tuner Evolution—Greater Philadelphia Expo Center
- August 8-9** Honda Day—Englishtown Raceway Park
- August 16** Wekfest East—NJ Convention & Expo Center
- August 21-22** Formula D—Texas Motor Speedway
- August 22** Importfest—Metro Toronto Convention Centre
- August 29** SpoCom Hawaii—Neil S. Blaisdell Center
- September TBA** Targa Trophy Megarun
- September TBA** FF Battle
- September 5-6** Big SoCal Euro—Qualcomm Stadium
- September 5-6** Final Bout 2—USA International Raceway
- September 19** Japanese Classic Car Show—Queen Mary Events Park
- September 27** 86FEST—Auto Club Speedway
- October 8-11** Supras in Vegas
- October 9-10** Formula D—Irwindale Speedway
- October 18** Wekfest Texas—George R. Brown Convention Center

Jofel Tolosa
Staff Editor

**I DON'T DRIVE CARS,
I MAKE CARS
WORTH DRIVING.**

OPTIMABATTERIES.COM



Loi Song

LOI SONG
PRESIDENT OF SPORTCAR MOTION

**UP TO
3X LONGER
LIFE** | **800 COLD
CRANKING
AMPS**

**YELLOWTOP® | THE ULTIMATE
WOLF-IN-SHEEP'S-CLOTHING BATTERY**



OPTIMA
BATTERIES
THE ULTIMATE POWER SOURCE™

LOOK FOR THE SIX-PACK™ DESIGN ON OPTIMA® YELLOWTOP®, REDTOP® AND BLUETOP® BATTERIES AT A RETAILER NEAR YOU.

The OPTIMA logo, OPTIMA Batteries, The Ultimate Power Source, Spiralcell Technology, YELLOWTOP, REDTOP, BLUETOP and The Six-Pack Battery Design are trademarks of Johnson Controls, Inc. ©2014

Johnson
Controls

ARE YOU BOUT DAT BASS?

This month, we're giving away the Riva Turbo X speaker seen here. To enter, upload a photo of this magazine in your garage on Instagram with the hashtag #superstreetme. Winner selected 7/1/15. For official rules, visit superstreetonline.com.



»RIVA TURBO X
Revolutionary Audio
\$349.99

- › 45 watts RMS of power
 - › Speakerphone with noise/echo cancellation
 - › Surround sound
 - › 26+ hour play time
- rivaaudio.com

TURN UP THE MUSIC

OUR GUIDE TO THIS SUMMER'S BEST PORTABLE SPEAKERS

WORDS **John Pangilinan**
PHOTOS **John Pangilinan, Jofel Tolosa**

Never miss a beat! Here's our pick for the best portable Bluetooth speakers today, whether you're washing your car in the driveway, lounging at the pool, or listening to the latest Kendrick Lamar track in your hotel room.



»BOOMBOT REX
Boombatix
\$59.99

- › Lightweight and portable
 - › Water-resistant
 - › Eight-hour play time
- boombatix.com



»BRV-X
Braven
\$199.99

- › Waterproof and shockproof
 - › Built-in noise-canceling speakerphone
 - › Charge other devices via 5200-mAh power bank
 - › 12-hour play time
- braven.com

VOLK RACING
O R I G I N A L



THE STRONG

VOLK RACING ORIGINAL **ZE40**

18-19 Inch Fitments, Forged Monoblock, Machining Logo, High Speed Air Control Valve.

NEW COLOR DIAMOND DARK GUNMETAL

DEBUT

New



DIAMOND DARK GUNMETAL
(ORDER BASE)

MATT BLUE GUNMETAL

BRONZE



RAVS® www.rays-msc.com

MADE IN JAPAN
ORIGINAL FORGING TECHNOLOGY **RAVS**
ENGINEERING

Imported Exclusively by

Mackin
Mackin Industries, Inc.

9921 JORDAN CIRCLE SANTA FE SPRINGS, CA 90670
TEL: (562) 946-6820 FAX: (562) 946-3417

www.mackinindustries.com

LIFESTYLE

»»ECOROX

EcoXGear
\$129.99

- › Lightweight and compact
- › Waterproof and floats
- › Mountable via camera mount screw post
- › 10+ hour play time

ecogear.com



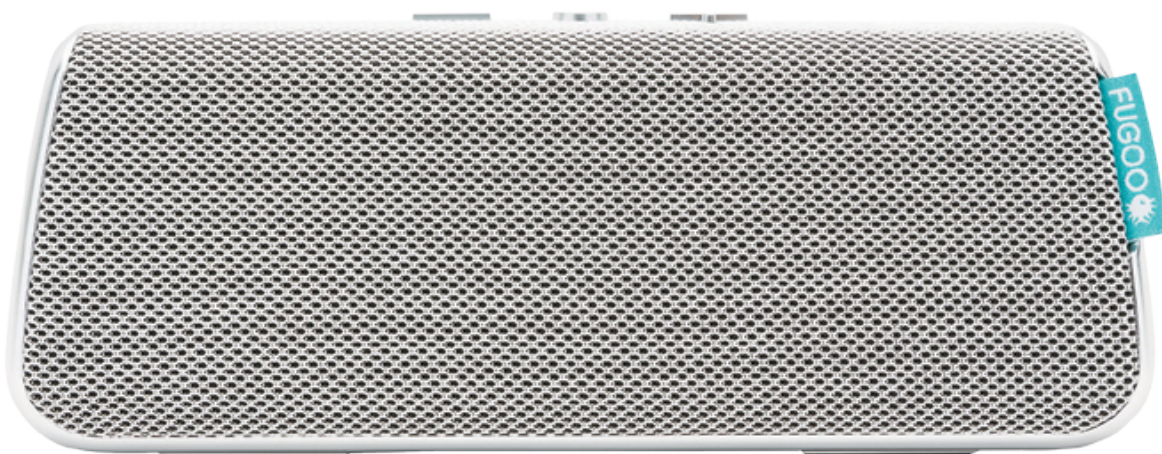
»»STYLE

Fugoo

\$179.99

- Waterproof to 3 feet for 30 minutes (also sand-/snowproof)
- Built tough (drop tested up to 6 feet)
- External interchangeable jackets
- 40-hour play time

fugoo.com



»»SYNC

SMS Audio
\$129.95

- › Sleek design
- › Omni-directional 3-D stereo sound
- › Wireless range up to 35 feet
- › 12-hour play time

smsaudio.com



»»BOOMBOTTLE H20

Scosche

\$99.99

- › Lightweight and compact
- › Waterproof, dustproof, and floats
- › Internal 50mm speaker and passive subwoofer
- › Fits in water bottle holders
- › 11-hour play time

scosche.com

»»PUNK

Sol Republic
\$69.99

- › Lightweight and compact
- › Water, dust, and shock resistant
- › Wireless range up to 60 feet
- › Eight-hour play time

solrepublic.com



MADE IN GERMANY

Since 1950

Purchase SONAX Wheel Cleaner Plus & Tire Gloss Gel
Save \$5
Use Coupon Code **SUPER** at Checkout
Offer Expires 8-31-15



Eye-catching shine from the start – for your toys or daily driver

Make your car's wheels shine from the very beginning! SONAX offers all you need from highly effective wheel and rim cleaners to various products that deliver color-refreshment and wet-gloss shine. The perfect tools for an excellent result.

SONAX®

www.sonaxusa.com

SCENE: NEW YORK INTERNATIONAL AUTO SHOW; JACOB JAVITS CONVENTION CENTER—NEW YORK, NY

WORDS & PHOTOS Sam Du

When it comes to auto shows in America, the three big dogs are Detroit, L.A., and New York. NYIAS is one of the oldest with its first show in 1900. Yes, it's that old! Located in the heart of Manhattan, it brings together nearly every manufacturer you can think of, including all the big execs, industry leaders, enthusiasts, and consumers from all ends of the world. Clearing more than 1 million attendees each year, it's arguably one of the largest automotive events there is. With all that said, we simply can't hold back how overjoyed we were to have our Scion Tuner Challenge FR-S front and center this year! Even months later, we're still in awe our FR-S was there, but there were many more stars than just our FR-S. We managed to see some exceptional new cars and concepts that'll be interesting to watch unfold. In no particular order, here are the top seven cars we saw in the Big Apple:

1. **Lexus GS F.** While it debuted in Detroit, this was the first time seeing the GS F with our own eyes. It looks more aggressive than how we imagined, and its appearance is complemented by the luxury sedan's 467hp 5.0L V-8 (same engine from RC F). The seats and more aggressive styling cues give it a slight motorsport feel while still remaining sophisticated overall. There's a limited run of 1,600 cars, and we expect these babies to fly out of your local Lexus dealer like hotcakes!

2. **Scion iM.** We were quite optimistic when the iM concept debuted at the L.A. Auto Show with a hot hatch design. The night before NYIAS opened, Scion invited us to the reveal of the '16 iM production model—less cool and sporty than what we expected, but we hope the aftermarket can step in to make it a li'l sexier when the car is available later this year. Its best features are a 7-inch Pioneer head unit, LED running lights, backup cam, optional TRD gear from the dealer, and a sub-\$20K price tag.

3. **Honda Civic Concept.** There's a glimmer of hope for Civic fans. This tenth-gen Civic Concept is said to remain more or less unchanged when a production model comes out of the woodwork. It shares similarities to the Type R Concept from Geneva. We dig the LED lights and aggressive exterior of the hatch—a body style the Civic hasn't offered in many years. Honda tells us the base model will come with the company's new four-cylinder turbo and a six-speed manual—win! Our fingers are crossed... Honda even says the Type R is coming to America, but we can only wait and see!





Developed in Motorsports Perfected for the Street



STREET BASIS Z

- Ride Height Adjustable
- Developed for street using select spring rates with matched damper valving

starts at \$400



STREET ADVANCE Z

- Ride Height Adjustable
- 16-Way Damping Adjustable using ADVANCE NEEDLE Technology

starts at \$500

*EDFC compatible on select applications



FLEX Z

- Full-length Adjustable (separate ride height and spring preload setting)
- 16-Way Damping Adjustable
- Includes exclusive upper mounts (for select applications)

starts at \$800

- Individually tested and developed for every application.
- Proprietary 2-layer/1-bake powdercoating and rust proofing for superior all-weather durability.
- Patented ZT coating on threaded bodies for smooth height adjustability in all conditions.
- ADVANCE NEEDLE technology (for damping force adjustable coilovers).
- Backed by TEIN's 1-year manufacturers warranty.
- Replacement parts and dampers available.

High Performance Suspension Made Affordable by



9798 Firestone Blvd. Downey, CA. 90241 Phone: 562-861-9161 Fax: 562-861-9171 www.tein.com



@teinusa



: teinusa



: @TEIN_INC_E



4. **Scion iA.** The brand's first sedan... It's big on affordability, safety, and efficiency with a 42-mpg rating on the highway. The iA's biggest competitor might be its Toyota brother Corolla, but with a \$16K tag and younger look, the Scion might be a spicier option for entry-level sedans.

5. **Subaru STI Performance Concept**

Subaru might just be teasing us with this one. There's no confirmation if there will be an STI version of the BRZ brought to North America, and less likely the turbocharged Super GT engine in this concept. But they're keeping our imaginations running wild with this STI concept and talks of bringing in STI parts to the U.S., which include the suspension, brakes, chassis, engine, and aero upgrades. But these are all what-if scenarios, still...



6. **Ford Focus RS.** We've had our eyes on the Focus RS for decades in Europe. If you're a performance car enthusiast, you'll be psyched to find out it's finally coming our way! As a current competitor against the STI and VW Golf R, the all-wheel-drive Focus will be powered by a 315hp 2.3L four-cylinder turbo. It'll also come with all the bells and whistles like aggressive aero, Brembo brakes, six-speed manual, and Recaros. This is easily one of the most exciting cars of the year.



7. **Acura NSX.** Like the GS F, New York wasn't the debut of the new NSX; however, this was the first time we saw the mid-engine hybrid supercar in person and we literally found ourselves staring at it for more than an hour! It looks incredibly sexy in person, and for the record, it doesn't look like a copy of the R8. The details of the exterior are absolutely gorgeous from the LED lights, powerful front grille, aggressive rear diffuser, center exhaust, and optional carbon roof. The wheels fit like butter—staggered 19x8.5" fronts and 20x11" rears. We don't mind the carbon ceramic brakes, either. We've yet to hear the production model fire up, but we're excited to see what the 550+hp twin-turbo, three-electric motor V-6 hybrid can do. 



#SAMLIFE IN NYC

>>>**Totto Ramen.** I'm a ramen nut, and one of my fav spots is Totto Ramen. There are three locations in Manhattan and all soooo good!

>>>**The Halal Guys.** Chicken, lamb, and rice plate, some white sauce here, drips of red sauce there... While they are expanding to other locations, nothing will ever beat the corner of 53rd and 6th.

>>>**Model in Manhattan.** Between press conferences, I managed to set up a shoot with one of the East Coast's most up-and-coming models—Christine Elle. Stay tuned for her full feature!

discounttiredirect.com

low price
YOUR JOURNEY STARTS HERE

FREE SAME-DAY SHIPPING! Some restrictions apply.



GT RADIAL

ROAD HUGGER GT60

FALKEN TIRE

FALKEN TIRE

Hankook

Hankook

NITTO

NITTO



Champro UHP1

Road Hugger

Azenis PT-722

Falken FK-453

Ventus V2 Concept 2

Ventus V12 EV02

NeoGen

Motivo

STARTS AT **\$57**

STARTS AT **\$72**

STARTS AT **\$81**

STARTS AT **\$88**

STARTS AT **\$64**

STARTS AT **\$102**

STARTS AT **\$84**

STARTS AT **\$111**

NANKANG

KUMHO TIRE

KUMHO TIRE

BF Goodrich

GOODYEAR

COOPERTIRES

YOKOHAMA

YOKOHAMA



NS-20

AST

Ecsta 4X

g-Force Sport Comp2

Eagle Sport AS

Zeon RS3-A

Envigor

YK-580

STARTS AT **\$59**

STARTS AT **\$69**

STARTS AT **\$85**

STARTS AT **\$87**

STARTS AT **\$88**

STARTS AT **\$91**

STARTS AT **\$83**

STARTS AT **\$97**

**Performance
Suspension Products
For Your Vehicle!**

Eibach



MB WHEELS

14 15" **\$90**



NEW

FALKEN TIRE

Pro G4 A/S **\$69**



NEW

RAGE
TIRES & WHEELS

RAGE
TIRES & WHEELS

RAGE
TIRES & WHEELS

MB WHEELS

MB WHEELS

MB WHEELS

MB WHEELS

MB WHEELS



R5

R10

R20

Lovan

Icon

Alpina

Turbo

Weapon

14" **\$78**

15" **\$83**

15" **\$83**

15" **\$95**

15" **\$96**

15" **\$96**

15" **\$96**

15" **\$102**

Drag

Drag

Drag

Drag

KÖNIG

Vöxx

TSW

TSW



DR-33

DR-9

DR-16

DR-19

Illusion

Torino

Nurburgring

Interlagos Rotary Forged

14" **\$84**

15" **\$100**

15" **\$100**

15" **\$100**

15" **\$94**

15" **\$96**

17" **\$248**

17" **\$248**

discounttiredirect.com

888.938.3600

M-F 8 a.m. - 9 p.m. EST SAT 9 a.m. - 6 p.m. EST

DISCOUNT[®]
TIRE DIRECT



C A M B E R



PUSHING THE ENVELOPE... -20 DEGREES

WORDS **Steve Enomoto**
PHOTOS **Colin Waki**

If you're a subscriber who flips through *Super Street* for the pictures, then we commend you for reading this far. This is what happens when you keep pushing the envelope so far to the point where nothing matters anymore, and you just don't give a f*ck what others think.

Koichiro Hayashi of the Yoto Racing crew has a long history of street and competitive drifting under his belt and is also a passionate advocate of "cambered performance." That's funny because if you ask any automotive engineer or even a local backyard mechanic, they will tell you a vehicle of this stature will not perform correctly. But rules are meant to be broken, and authority is meant to be defied. The secret lies within the hub of the driveline (no pun intended) where the Machikado-R brand has been successfully brought up in the underground Japanese racing scene. Their suspension knuckles are designed, tested, and proven to exhibit insane amounts of camber—upward of negative 20 degrees while still enabling the vehicle to be driven aggressively.

Well, perhaps negative 20 degrees of camber is a bit too far-fetched for a competitive drift car. Regardless, Hayashi-san's Mazda RX-8 definitely breaks necks and drops jaws when you see it and its monster camber. Even people who don't know the first thing about cars will just sit and stare in disbelief. In our eyes, this is a brilliant marketing tactic deployed by Machikado-R. When the car broke the Internet in '13, photos of it spread across social media like wildfire as one of the most controversial vehicles of our time. But to Machikado-R, it showed what its products are capable of, that is, if you ever dare to defy automotive engineering and geometric suspension physics.

Hayashi-san didn't reveal much about the specifications of his RX-8, reason being that it purposefully has very few mods. But the key ones implemented are the essential ones that create this much impact in terms of its exterior look. The 326POWER Chakiriki Damper full-height adjustable suspension coilovers enable the vehicle to be pretty much dropped on its frame without affecting suspension stroke. The handmade Machikado-R knuckles are the main ingredient for fitting the impossibly wide SSR Formula Mesh under the TRA Kyoto Rocket Bunny flares—retrofitted to fit from the Nissan 180SX line. Lastly, the most notable (and audible) modification is the straight-piped exhaust system.

W H O R E



>> Demon camber and straight pipes equal broken necks and bleeding ears.



TUNING MENU MAZDA RX-8

OWNER KOICHIRO HAYASHI

LOCATION CAMBERVILLE, JAPAN

OCCUPATION LORD OF THE CAMBER

ENGINE custom straight-pipe exhaust system

FOOTWORK & CHASSIS 326POWER camber plates and coilovers; Machikado-R fully adjustable suspension arms and knuckles

WHEELS & TIRES 16x9" -45 front, 16x10" -50 rear SSR Formula Mesh wheels re-barrelled and powdercoated; 225/50R16 Dunlop ZII tires

EXTERIOR TRA Kyoto 180SX Rocket Bunny Type II fenders modified to fit; Spirit Rei diffuser

THANKS YOU Machikado-R Nana Chome; Yoto Racing; 326POWER

"Just don't give a f*ck what others think."



We don't condone or encourage this type of extreme modification to any car's suspension. Even with reinforced suspension components, we would feel scared to death driving a car like Hayashi-san's down the street. But what we can relate to is his undying love for the scene as well as balls to push the boundaries of what's acceptable...even if its 20 degrees too far. 🇯🇵

#KÖNIG WHEELS

HEAR WHY KONIG IS A TOP CHOICE FOR THE TRACK



Snap the QR Code or visit:
FacesOfKonig.com/350z to listen Ceaser
Martinez talk about choosing the right
parts for the track. **#facesofkonig**



MILLIGRAM

18x10 ET25

MATTE BLACK WITH MACHINED UNDERCUT

NEW



Tweak'd

15x7 | 15x8 | 16x7 | 17x8 | 18x8
Gloss Black w/ Red Stripe (Shown)
Silver w/ Machined Face
Special Fitment - 15x8 4x100 ET25

NEW



Interform

18x8 | 19x8.5 | 19x9.5 | 20x8.5 | 20x9.5
Matte Graphite w/ Machined Face
Low Offsets Available

NEW



Helix

15x7 | 15x8 | 15x9
Red (Shown) | Matte Black | Silver
Low Offsets Available



KonigWheels.com

1.800.645.3878

ONLY 700

SCENE: TX2K; ROYAL PURPLE RACEWAY—HOUSTON, TX

WORDS Sean Russell

PHOTOS Joel Chan, Sean Russell, Jofel Tolosa

Remember when 500 hp equaled big-power high-fives?

Yeah, that's not so impressive anymore when talking fast street cars. Nowhere is this truer than east of the Rockies, where smooth roads form a grid through expansive land and dragstrips escape noise ordinances. The backbone of American tuning has become undoubtedly drunk with power. TX2K, an annual straight-line "street car-esk" mega speed event in Houston put on by Peter Blach, exemplifies this belief. After years of watching its highlights and street shenanigans on YouTube, we finally flew out on its 16th year for a firsthand TX2K15 experience. It was an eyes-wide gulp of fresh air.

First, don't brush off straight-line speed goals to "them hillbilly drag racers." This type of passion makes a lot of everyday sense. Most of our driving occurs on the street. Sadly, the daily commute doesn't often include banking, chicanes, and well-groomed ascending sweepers, so why not lean toward balls-to-the-wall power over killing corners? It sure makes highway droning and green lights more exciting. That brings us to the dedicated tuners who put TX2K on the calendar annually.

Last March, TX2K moved to Royal Purple Raceway in Baytown from Texas World Speedway, a decision that took

advantage of a longer 4,400-foot total length, wider lanes and beautifully maintained VHT-laden asphalt. The NHRA frequents the venue, so you know it's legit. Rainy weekend weather reports initially had us scared, but apart from a Saturday downpour, the sun gods shined down.

TX2K15 included a three-class roll race competition, test and tune, drag night, and two on-site dynos. Trap speeds ranged from 165 mph to 200 mph and power figures started at 700 hp. The majority of heavy hitters were streetable, too! Even the Lease Locators Racing GT-R, built by English Racing and Extreme Turbo Systems, which won the Roll Race Nationals Unlimited class, repped a full interior and working stereo.

"We ran over 200 mph at a half-mile event and have been running 8 seconds in the quarter-mile," said driver Kyler Oakes. "I literally have pictures of my wife putting groceries in the back of the car; 2000hp, 4,200-pound full-weight car, can turn speakers on, and I'm 223 pounds."



>>Houston's Marriott Westchase hotel lot acted as a late-night meeting ground.



>>Heat those tires, roll to 60 mph, and drop the hammer.



>>Where else do you see a DC2 line up against an Underground Racing Gallardo?

HP, BRUH?



WORLD RECORD ETS GT-R 7.49 SEC. @ 189MPH

Running a 7.49-second-at-189-mph quarter-mile time right off the trailer, the 2,000-whp ETS (Extreme Turbo Systems) GT-R, tuned by English Racing, set a Godzilla world record with a perfect launch off the pro-tree.

Michael Roark, ETS sales manager, said, "We have been building this car for the last couple of months with our new top mount setup. This was our first outing of the year, and we still have about 5 to 6 pounds of boost left."

"The car was at 48 to 50 psi, and we still have about 6 psi of boost left. We hope to go even faster in the near future."

-Lucas English, Driver



>>Getting the GT-R dialed in.



>>TX2K creator Peter Blach leads the drivers' meeting.



>>A Dodge Viper V-10 in a Supra?! Say hello to the Speed Warehouse "Vipra."

ROLL RACING

Simulating a safe highway battle, the Roll Race National rules are simple: Two cars use 700 feet of the strip to get up to 60 mph before the start flags. At the marked start, each car can be no more than half a car length apart and +/- 5 mph of each other or a re-race occurs. The race then travels 1,500 feet to finish (1,320 is a quarter-mile). Each of the accepted 130 cars, each having 700+hp, went to battle. Three 16-car brackets representing an Unlimited, Super Sport, and Sport class were left. Continuing the street car spirit, nothing tubbed, running "skinnies," or fiberglass hulls were allowed. DOT-approved tires only. These cars are lightning fast and corner well enough for daily driving. This is why the roll race entries are so damn impressive.

To a road course guy, things don't make sense here, but in the best way possible. For instance, imagine seeing an 850hp English Racing Integra DC2 running Toyo Proxes R888 tires slay a heavily built Supra in the Sport Class or an Unlimited class 1,800hp UGR Gallardo getting walked by a 2,000hp AMS Alpha GT-R at 190 mph. Sh*t is crazy.

The final Unlimited class bout came down to Lease Locators Racing GT-R, driven by Kyler Oakes, and AMS Alpha 20 GT-R, driven by Chandi. Each R35 made in the neighborhood of 2,000 whp, and after a few restarts, Oakes took the crown.

"The team and the car are amazing. English Racing, Extreme Turbo Systems, OB Prestige Auto, Lamborghini Dallas are such big supports," said Oakes as family surrounded him. "The thing that most don't realize about this car is this is only its eighth event. I did 20 passes today and have only 9,800 miles on it."

Just as awesome was Sport class entry Myles Kerr and his 850hp '94 Acura Integra. After beating three cars, he lined up against Figueroa's 960hp GT-R. Trap speeds for both bounced back and forth in the razor-close 161- to 162-mph range. Time running out and sun dropping, the DC2 and GT-R ran, restarted, and repeated until Figueroa finally took it after Kerr let off mid-track due to seeing a zero reading on his wideband. In true tuner passion, Kerr gracefully shook Figueroa's hand, offered him fuel for the final round, and said, "I know that our races were f'ing awesome and that's all that matters." So cool.



"I literally have pictures of my wife putting groceries in the back of the car." –K. Oakes

2,000hp GT-R



»Mike Colby's UGR Gallardo ran a best 189-mph roll-on trap speed.

TOP 3 DYNO



For some, a dyno reading is a point of pride. All entries of TX2K15 had the opportunity to run the on-site dynos for free. Not every competitor did. Major roll race contenders shied away, but the top three runs are logged below.

Seth Angel, Royal Purple Raceway GM, says, "We have two portable dynos. Joel Pittman of QED Tuning provided the only AWD mobile dyno in the Southeast and CUNDN Racing provided an RWD dyno. Awards were handed to those who spit out the highest horsepower."

1. Boost Logic GT-R, Luis Vera: 1,200 hp, 934 lb-ft.
2. Voodoo Motorsports Mustang GT, Frank Yee: 1,153 hp, 844 lb-ft.
3. Hellion Shelby GT500, Brian Stephenson: 1,151 hp, 1,264 lb-ft.

TX2K AFTER DARK

The action doesn't stop at the track. Action spills over to early mornings in host hotel parking lots like the Marriott Westchase, street "cruising" under the heavy eye of cops, and in the case of an HPD x RATX party, a warehouse. Malcolm Perez, Houston Performance Driving organizer, rented a local classic car collector's warehouse garage and brought in all sorts of built rides to look pretty behind DJ beats and free vodka. We'd love to do the same thing in Los Angeles!

Post-warehouse fun, SS swung by Houston Dolls, one of Houston's many strip clubs. We picked the wrong one—dudes outnumbered the few dancers, so we got our \$10 covers back and returned to the Omni Westside (O.G. host hotel of past but dead this year), wishing we had gone to Treasures.



»FROM THE DRIVER'S MOUTH



JASON "MULLET" STEVENS

M2K Motorsports Ford GT

"If you hear it popping, it's not going anywhere. It just holds at 4,500 rpm, waiting for the line. I got him [GT-R] just barely by a fender. With an automatic, the GT-R just keeps going, and mine will pull back on a shift. We were right there, the entire way. The MoteC is boost spiking so it's not running the way it should. My best e.t. so far is a 6.9 seconds at 171 mph."

MYLES KERR

'94 Acura Integra DC2

"I've had the Integra since it was stock, and now it has about 850 hp. English Racing fully built its B-Series GSR engine. I came out here from Vancouver, Washington—made the 44-hour drive. I was the only Honda here last year, and I'm the only Honda this year. I come out and do stuff that not many people do with Hondas, and it's been a blast. My best was 161 mph."





PERFORMANCE, PLUS.

25%
OFF

SHOCK VALUE
SALE

FOR A LIMITED TIME ONLY



25% OFF MOST KONI PRODUCTS INCLUDING SUSPENSION KITS!

The entry-level performance KONI STR.T (1120 Kit) and rebound adjustable KONI Sport (1140 Kit) provide world-class suspension performance plus body lowering with H&R Sport springs. These kits provide the confidence that your shocks and springs are properly matched and add the convenience of one complete package in one purchase and one installation. For a limited time save 25% on these kits and most KONI shock absorbers during the KONI Shock Value Sale going on now.



STR.T



COIL-OVER



FSD

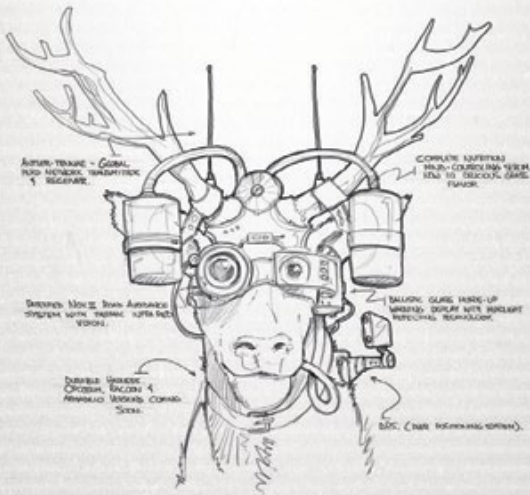
MOTHERS®
Polishes•Waxes•Cleaners



MOTHERS® FOAMING WHEEL & TIRE CLEANER.

From the inventors
of the Deer Goggles

Spray it on. Hose it off. No
hand drying. No spots. Just
clean wheels and tires.



MOTHERS.COM

KONG CONQUERS

Last year, BBI's 1,500hp Porsche "King Kong" 911 crushed the competition at our first annual half-mile airstrip event. Owner Kong Chang then attacked TX2K15 and set a 996 world record with little seat time:

"I had only been able to drive the car around the neighborhood the day before TX2K. Unfortunately, it was not tuned all the way in time for the roll race event, but I was still able to set the standing start quarter-mile trap speed world record for a Porsche 996 at 172.25 mph—that speed was also good for the 2WD 996 world record."

With new tires, tuning, and drive time, Kong is hoping to overtake the 172.7-mph quarter-mile record held by the Evolution MotorSports AWD 997.



"I've had the
Integra since it
was stock; now
it has about
850 hp."
—M. Kerr



>>Myles Kerr taking down GT-Rs all day.



>>Twin-turbo LS-swapped IS 300!



>>Dat booty, though. The TSM twin-turbo R8 didn't race but looked great parked.

>>FROM THE DRIVER'S MOUTH



VICTOR IVANOV

AMS Alpha Omega Nissan GT-R

"First run felt slow honestly [6 sec. @ 196.33 mph], was hoping for 200 mph. It was a little slow at the beginning [est. 2,000 whp...]. Martin is looking at the log. It was on extra medium boost, so there's more left in it. May have been TC pulling timing or shutting the throttle bodies; we have to look at the data."



MOTHERS®
Polishes • Waxes • Cleaners



At Mothers®, we're always thinking of ways to make the world a better place for cars. And while some ideas may never make it onto the shelves, rest assured, we'll never stop innovating.





CONCLUSION: YOU MUST GO!

Overall, Godzilla reigned supreme, with various R35s breaking world records, winning roll race classes and the dyno comp this year. Event sponsor AMS Performance showed us more Alphas than we'd ever seen in one place. Other popular platforms included: Porsche 911, Lamborghini Gallardo, Toyota Supra, Chevy Corvette, Ford Mustang, and Mitsubishi Evo.

The night drag portion was the icing on the cake. It was as diverse as a U.N. meeting with 'chuted IROC-Zs lining up against ZX-12s to Supras. Fans got up close enough to taste the rubber, and everyone was just happy to be there. Houston and the TX2K community treated us right, and we can't wait to return.

Peter Blach, TX2K creator, summed up '15 by saying: "TX2K15 was the highest attended TX2K event since we started in '00. The world-class Royal Purple Raceway facility accommodated two dynos, roll racing, drag racing, and we were able to maintain the racing surface to the point where hooking 2,000 whp was no problem.

The biggest stories came out of the drag event on Sunday, where the GT-R world record ETS was broken, four different GT-Rs ran 7s, and countless others ran their personal bests. The fastest pass of the day was the 191-mph Swift Racing Technologies Lexus drag build!" 



>>Kyler Oakes takes 1st in the Roll Race unlimited class.

>>Brother and dad of Kyler Oakes welcome the winner.



>>This "VHT tractor" sprays the sticky substance onto the surface to kill wheel spin.



>>Joel Chan can make you famous.



>>FROM THE DRIVER'S MOUTH

MATT OWEN '02 Lexus IS 300

"It runs the quarter in 9.17 sec at 158 mph right here at Baytown. I did all the fab and tuning myself, from the rollcage to fuel cell and parachute. Puts down about 1,150 hp at 25 psi. TX2K15 is the first time it's on a real slick, running E100 fuel. It has an LS-based V-8 swap, twin 62x66mm turbos, GM TR6060 six-speed manual from the CTS-V and Ford 9-inch IRS rear end. Shout out to Joel from Race Spec Wiring who did the Mil-spec harness and did an awesome job."



MICHAEL HERRERA '77 Datsun 280Z

"It has a built twin-turbo 370cc HKE motor, all homebuilt in a garage. It's a bunch of cobbled together stock parts. Right now it probably makes around 1,000 hp. I missed 4th gear and then bumped the limiter and trapped a rolling start 157-mph rolling start with spinning tires."



Legendary Performance.



Photo credit: Robert Renderos



Specially formulated to keep high-performance engines cool and clean.

Trust the name that has become a legend in synthetic motor oil technology. AMSOIL delivers the power and performance you demand.

Formulated, blended and packaged in the USA.



The First in Synthetics®

www.amsoil.com/cars

1-800-777-8491

The Mitsubishi logo is a registered trademark of Mitsubishi Motors North America, Inc.
There is no affiliation, sponsorship, endorsement, license or connection of any kind between Mitsubishi and AMSOIL.





THE SECOND NOEL

NOEL BARNUM TEACHES US TO NEVER SETTLE AND ALWAYS EVOLVE

WORDS Jofel Tolosa PHOTOS Stephen Brooks

Whether you're talking about music, fashion, business, or any lifestyle, there will always be trendsetters.

These are the people who aren't afraid to step out of their comfort zone and take chances in their industry. The same type of people can be found in our very own car scene. These individuals are the innovators, the game changers, the Noel Barnums of the world.

The story of Noel's Scion starts in '12 when the FR-S and Subaru BRZ first entered the market and became the world's hottest tuner car. Building a unique FR-S or BRZ quickly became as difficult as building a dope Honda Civic in its heyday. But Noel was up for the challenge, especially after he fell in love with TRA Kyoto's Rocket Bunny rendering. It was that moment when he knew he needed to get his hands on one.



As a hardworking student, he couldn't just walk up to his local dealer and drop some money on a fat down payment. After evaluating his funds, he eventually sold his Toyota Corolla project and two Honda Ruckuses to afford a new FR-S. At the same time, he managed to get on the list for the first batch of Rocket Bunny kits, but with everyone and their mother trying to get their hands on the kit (our green FR-S included), it was only a matter of time until it was played out. So Noel devised his own mash-up exterior to set himself apart using Vertex parts. This inevitably made him stand out and landed him a feature in *Import Tuner*. But even then, he was already thinking about the next stage of his

car, a stage that has now taken full form in '15.

"There were a lot of Rocket Bunny builds coming out," Noel began. "Joey Lee of The Chronicles brought up the idea of going Varis. It really wasn't an option I had thought about since I didn't know any distributors that could get me the kit. But Joey set up a meeting with Mastermind NA, and next thing I knew, I ordered a full Varis widebody with carbon accessories." Opting for a more rare body kit was only the first part of the equation; next the Rocket Bunny wing was substituted for a Legshort duck spoiler. A few additional changes included the Craftsquare carbon mirrors, carbon window visors, and Lexon taillights.

>> Makin' the Varis widebody kit look better than the actual demo car in Japan. Hot damn!

"Noel has managed to reinvent the FR-S and has done it with incredible swag and style."



TUNING MENU

'13 SCION FR-S

OWNER NOEL BARNUM

LOCATION LONG BEACH, CA

OCCUPATION STUDENT

ENGINE Vortech V-3 polished supercharger, carbon-fiber wrapped airbox, upgraded pulleys; Maxflow Race blow-off valve; 700cc Deatschwerks injectors, DW65c fuel pump; Koyo radiator; TODA Racing throttle body, pulley set; Tomei unequal length header; Milltek over-pipe; HKS cat-less test pipe; Arqray Schaferhund titanium exhaust; Legsport Hyper intake duct; Modellista engine cover; Zeek carbon-fiber manifold covers; Victory Function carbon-fiber radiator shroud, fuse box; Neoplot clear alternator pulley cover; GReddy carbon-fiber hood damper set, magnetic drain plug; TRD Japan oil filter, oil sensor plate, carbon-fiber battery tie down; Monster Sport oil cap; polished AC pulley cover, coolant overflow tank; Acre brake master cylinder cap; Bolt Boys chassis bolt kit
DRIVETRAIN OS Giken GT2 Grand Touring clutch; Driveshaft Shop carbon-fiber driveshaft; MTEC Industries clutch line, clutch spring

ENGINE MANAGEMENT EcuTEK Tuning software

FOOTWORK & CHASSIS AirREX suspension, pillow ball top hats, digital management; Beatrush rear bumper support; Monstersport front engine brace set; TRD Japan member brace set; Whiteline sway bars, endlinks, rear control arm toe correction, polished front strut bar, rear sway bar mount support, front gearbox positive shift kit bushing, cross member insert bushing, rear diff mount in cradle bushing, lower control arms

BRAKES AP Racing six-piston front, four-piston rear big brake kits; Goodridge stainless steel lines

WHEELS & TIRES 18x10" -19 front, 18x11.5" -34 rear SSR Professor TF1 wheels; 225/40R18 front, 265/35R18 rear Falken Azenis RT615K tires

EXTERIOR Varis widebody kit, carbon-fiber hood; Legsport rear spoiler; JBlood carbon-fiber window visors; Beat Sonic antenna, rear window visor; TRD rear aero stabilizing cover; JDM 86 headlights, rear foglamp; Crystal Eye Japan front foglamps; Lexon Exclusive taillights; Craftsquare carbon-fiber touring mirrors

INTERIOR Bride edirb 023 seats, brackets and sliders; custom upholstered rear seats; Legsport reverse lever, seatbelt canceller, seatbelt harness anchor; WC Lathewerks Ti shift knob; TRD Japan billet shifter garnish, leather shift boot; Takata Drift III harnesses, shoulder pads; Cusco/Safety 21 five-point rollcage, harness bar; ATI triple meter gauge pod, carbon-fiber wrapped radio trim, driver-side vent pod; Defi BF Imperial series gauges; JDM 86 black trim buttons, door handles, door sills, European armrest; Works Bell Short Boss hub, Rapfix GTC; KeyIs Racing semi-cone leather steering wheel; TI steering wheel bolts; Touge Factory checkered floor mats; OEM Audio + SL Series, dual 8" flush-mount enclosure, front and rear carbon-fiber speakers; custom false floor

THANKS YOU Phaze2/Rawheart for pushing me and teaching me to never be content; Stickydijoe for helping plan the next stages of the build; SSR Wheels; Vortech; Falken Tire; Evasive Motorsports; MV Designz; OEM Audio +; Stickyicons; Premier Autobody; Arqray exhaust system; Mastermind NA; my brother, Hubert Barnum, for helping me put together the car in our garage—all the blood, sweat, and beers were definitely worth it; finally, my girlfriend, Emily Sek, for dealing with my obsession of trying to keep reinventing the car and keeping me sane. She was and still is my rock

Spray polish. Our biggest idea in chrome care yet.



Introducing Mothers®

California Gold® All-Chrome™

Quick-Polish Cleaner & Protectant.

A revolutionary spray polish for any hard or decorative chrome finish.

Just spray, wipe and buff to a brilliant shine! Simple as that.

MOTHERS®
Polishes • Waxes • Cleaners

mothers.com • detailguide.com

f facebook.com/mothersusa

THREE BIGGEST CHANGES FROM NOEL'S '12 DEBUT

Body. The biggest transformation of all was Noel's exterior. Noel wasn't sure if his version two using a Varis kit would match up to the Rocket Bunny style—luckily, it did and all was well in the world.

Wheels. If there's anything Noel excels in, it's his style. Before switching over to the brand-new SSR TF1, he was rolling in a set of discontinued Work VS-KF wheels—both look equally hot, but we think the TF1s take the win!

Interior. Noel changes the interior up but keeps it clean with a Key's Racing steering wheel, Cusco five-point rollcage, and new edirb seats. He's also redone the trunk for a custom enclosure for the AirREX components—a very clean install.



» The retro-themed 18" SSR TF1s in white are a perfect fit.

Updating the wheels and chassis came next. While the brakes and air ride remain the same, Noel coordinated with SSR and picked up one of the first sets of TF1s—a modern interpretation of the Super Fins. Improving the overall stiffness of the car came via a Safety 21 rollcage, Monster Sport, and TRD braces, plus Whiteline's entire catalog of arms and sway bars.

Inside the cabin, there's no shortage of top-shelf parts. The original front seats were ditched for a pair of Bride's edirb 23s—no cheap expense by any means. Instead of the Vertex steering wheel, Noel opted for a Key's Racing semi-cone—much more aggressive if you ask us... FR-S aficionados will notice the JDM 86 cabin trim such as the door handles, sills, and buttons. The Touge Factory checkered floor mats round off the JDM-themed atmosphere while the trunk was rebuilt to house the air components within the spare tire well.

It's clear that Noel's FR-S is fitted with nothing but the best gear, and under the carbon hood is no different. "My favorite aspect of the build is the motor," he told us. "I spent a lot of time trying to find these Japanese parts that people weren't using in the States yet. From the TODA throttle body to the Monster Sport radiator hoses. I wanted something out of the ordinary and things that people weren't used to seeing and didn't think were available. I especially love the new Vortech unit. I wanted to keep the blower on the car, but I felt like it needed an update to set it





FORMULA **DRIFT**

PRESENTED BY:
GoPro
Be a HERO.

ROUND
04

HOME OF THE **CHAMPIONS**

S E A S O N D A T E S

ROUND 1 - LONG BEACH, CA - APRIL 10/11
ROUND 2 - ATLANTA, GA - MAY 8/9
ROUND 3 - ORLANDO, FL - JUNE 5/6
ROUND 4 - WALL, NJ - JUNE 26/27
ROUND 5 - FUJI SPEEDWAY - JULY 11/12

ROUND 6 - MONROE, WA - JULY 24/25
ROUND 7 - FORT WORTH, TX - AUG. 21/22
ROUND 8 - MONTREAL - SEPT. 6/7
ROUND 9 - IRWINDALE, CA - OCT. 9/10
ROUND 10 - CHINA - NOV. (TBD)

FOR MORE INFORMATION, VISIT **FORMULADRIFT.COM**

FOLLOW US FOR EVEN MORE DRIFTING ACTION!



@FORMULADRIFT



@FORMULAD



/FORMULADRIFT



>> One of the more immaculate FA20 engine bays we've seen with JDM goodies and a polished Vortech supercharger kit.



apart. Neil Tjin at Vortech Superchargers came up with the idea of polishing the blower and the piping." The distinctive rumble comes from a Tomei unequal length header that eventually makes its way to an Arquray Schaferhund titanium exhaust. Power is transferred via an OS Giken Grand Touring clutch, which retains all the racing technology but incorporates a floating pressure system for a smoother and quieter operation—very important since Noel drives his car regularly on the weekends. The engine bay is styled with carbon-fiber pieces from the fuse box to the Zeek manifold covers.

Noel has managed to reinvent the FR-S and has done it with incredible swag and style. And even with the extensive list of rare JDM parts and his drive to always be evolving, what might impress us most is how Noel and his brother Hubert put the car together in their small garage in Long Beach, California—that includes the body cutting, the welding, and all the install work. "I always felt that it was cool to see these builds that were coming out of garages," he concluded. "It wasn't that I couldn't trust a shop—I just think it makes you appreciate your build more knowing that you played a part in each stage of it." 





- ▶ DRIFT TESTED
- ▶ TRACK TESTED
- ▶ FORMULA D SPONSOR
- ▶ JUST DRIFT SPONSOR



NS Drift Wheels have been used by some of the drift-industries most famous racers. The wheels have been rigorously tested to make sure they can be used on-and-off the track. Check out some of the drift-teams that use NS Wheels by going to Our Racers Section on our Website: ns-wheels.com

Although the origin of drifting is not known, Japan was one of the earliest birthplaces of drifting. To gather our inspiration for the wheels, we visited the mountains of Japan to truly engulf ourselves in the experience that some of the legends, such as Kunimitsu Takahashi and the Drift King himself, Keiichi Tsuchiya, must have felt while they flew down those roads sideways

We spent countless hours making sure that the drift-wheels that we were designing would perfectly suit the most popular drift-vehicles. You'll find some of the best diameter, width and offset combinations out in the market today



Drifting has evolved into a competitive sport where drivers compete almost exclusively in rear-wheel-drive cars, to earn points from judges based on various factors. At the top levels of competition in the US, Formula D pioneered the sport. We set out to prove that our wheels can handle the most abusive drift environment out there and we succeeded. With that NS Wheels are sought out by the industries best

ns-wheels.com | facebook.com/nsSeriesWheels

WHEN I MET YOU IN THE SUMMER

DANIELLE RUIZ IS HEATING THINGS UP!

WORDS **Sam Du**
PHOTOS **Randy Ly**
HAIR/MAKE-UP **Jessica LaBreche**

She may be the girl of our dreams... Danielle Ruiz was born and raised in Hollywood, California, and she's got a tough job as a professional swimsuit and lingerie model. What's that entail? Pretty much walking around in a bikini all day! When we weren't busy staring at the Colombian-, Brazilian-, Spanish-, and French-mixed beauty, she's also an absolute sweetheart to talk to. We wouldn't mind spending every summer next to her at the pool!



Get more mileage out of your vinyl, leather and rubber.

Mothers® VLR: Vinyl-Leather-Rubber Care safely cleans the most stubborn ground-in dirt, soil and stains. Plus, it's infused with neatsfoot oil and lanolin, to safeguard against drying, fading and cracking. It's the simple way to get the most out of your vinyl, leather and rubber.

MOTHERS®
Polishes • Waxes • Cleaners

mothers.com • detailguide.com
facebook.com/mothersusa





How'd you get into modeling?

I was interning at a fashion showroom in high school and the company used me as its model for trade shows. Everything else kind of fell into place from there.

Did you have any crappy jobs before you started modeling?

I was Maggie, a cow mascot for an ice cream shop called Maggie Moos. I had to hold a sign on the corner twice a week. We all start somewhere, right?!

Started from the bottom! What's a drink we would order you at the bar?

Dirty martini with extra olives.

Craziest place you've hooked up?

The little room where the vending machines are on the floor of a hotel.

Turn-ons?

Nice teeth, tattoos, spontaneous personality, and you gotta smell good!

What was your worst date?

I went to dinner and we were taking shots and the guy was in the bathroom the entire dinner. He couldn't hold his own.

If you had 24 hours to live, what would you do?

Skydive in Australia naked!

Finally, tell us three interesting facts about you.

I learned how to drive a stick shift in an Audi S4, I love to play the drums, and I am the worst liar. 



DANIELLE RUIZ

Birthday May 17

Hometown Hollywood Hills, CA

Instagram @_daniellerruiz



CARLISLE PERFORMANCE & STYLE

If you're into the latest trends in the motorsports world, then this is your show! Starting July 17th, see over 2,000 custom import tuners, stanced and slammed Euros, modern domestics, mini-trucks, high level builds and everything in-between. Don't spend your weekend in a parking lot, come on out and have some fun at Carlisle P&S 2015.



JULY 17-19, 2015
CARLISLE PA FAIRGROUNDS

CarlisleEvents.com | 717-243-7855 |



PREFERRED
CAR CARE PRODUCTS



PREFERRED
AUTO PARTS STORE



OFFICIAL CLASSIC
CAR INSURANCE



OFFICIAL AUTO
TRANSPORT COMPANY



OFFICIAL ONLINE
MARKETPLACE

ALL-AN

THE

DETAILS





YOU'D
BE HARD
PRESSED
TO FIND
A SUPRA
CLEANER
THAN THIS



Car builders, far too often these days, come and go. If you've been able to maintain a name for yourself for at least 10 years (and counting), consider yourself far more than being lucky—you're a privileged few whose work clearly stands as a testament to quality and reputation that is unsurpassable. My longtime friends Eric and Marc Kozuleh fit this description perfectly. They're twin brothers by way of New York City who typically steer clear of the spotlight, yet they work tirelessly (and continuously) to execute some of the finest project cars to take on paved surfaces. Eric, aka GRIM, is the more vocal of the pair, while Marc, aka KOZ, often lurks in the shadows. To give you a quick rundown of their professional highlight reel: earned their stripes early on with Vinny Ten at the Performance Factory and one of the East

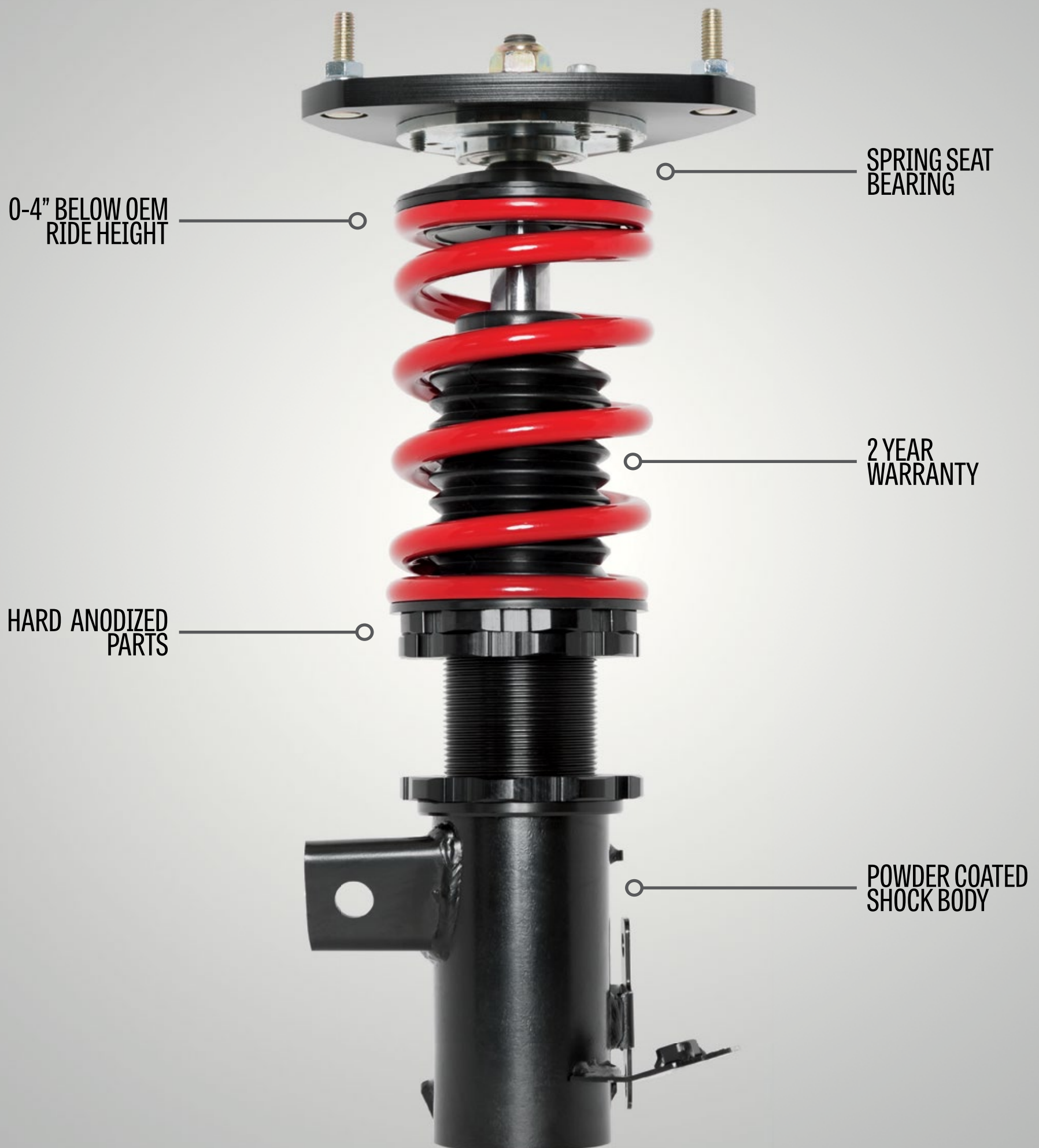
Coast's most infamous drag Supras; joined World Racing with Chris Rado to build one of the fastest drag Integras; and finally moved West to form Twins Turbo Motorsport, where they've picked up several high-end builds, which most recently include Vaughn Gittin Jr.'s RTR-X Mustang. Every once in a while, they get to do lower profile (if you can call it that) stuff like this Supra.

This Supra is the breathtaking end result of a very long-term plan, one that almost didn't make it past the planning stage. The owner, Enrique Muñoz, sought the help of the twins after owning the car for several years and doing the local SoCal show circuit and the occasional track event. He had followed the dynamic duo for years, admiring their work and finally had his chance to have them work on his car once they moved out west. At first it



"This Supra is the breathtaking end result of a very long-term plan, one that almost didn't make it past the planning stage."

ANATOMY OF A RACELAND COILOVER



FROM \$369



WWW.RACELAND.COM
801-365-1440

ACURA AUDI BMW DODGE FORD HONDA HYUNDAI INFINITI MAZDA MINI MITSUBISHI NISSAN SCION SUBARU TOYOTA VOLKSWAGEN



»Back in '03, the Ridox wing was one of a kind. That is, until Enrique placed his wallet before Orido's exporter.

wasn't supposed to be anything crazy; certainly not what you see here, but still with high-quality parts and high attention to detail nonetheless. "We sat down with Enrique and mapped out the entire build," Grim says. "Then he disappeared for over a year. One day he calls me out of the blue and says, 'I have all the parts you need to complete the build now; let's get started.' I was like, damn, that's dedication; we can work with this guy." I'm sure you don't need to be told that the twins don't just build customized cars; you're basically contracting artists, and true art never comes cheap. If you've seen their work before (ahem, "Rad Dan" Burkett's all-black '98 Supra, which graced the cover of the June '11 issue), you know that every car they touch is one-off; there are no repeats. Except this time, with Enrique's Supra, the brothers knew they had to put

in double the effort to pull off their finest Supra masterpiece yet.

Pop the hood of any turbo model JZA80 Supra and chances are the factory twin turbos have been replaced with a larger single turbo, and that's indeed the case here. But look at that engine bay, that attention to detail! Naturally, Enrique saw the last Supra the twins built on our June '11 cover and decided he'd rather go all-in instead; "He wanted something very special," Eric explains. "He's always wanted this but didn't know what that 'special' thing was until he understood that making bespoke parts is the shit!" After setting up the stock 2JZ-GTE motor with a massive Precision turbo, along with all the good appropriate fixins (like a Full Race header and downpipe, HKS cams, HypterTune intake and throttle body, and a custom V-mounted intercooler system which, by the way, took painstaking hours to complete,





PART # 20-0133-00

RADIUM ENGINEERING PERFORMANCE FUEL SYSTEM COMPONENTS

THE RADIUM ENGINEERING UNIVERSAL FUEL SURGE TANK WITH BUILT IN REGULATOR IS DESIGNED TO PREVENT FUEL STARVATION ON VEHICLES WITH INADEQUATE FUEL TANK BAFFLING AND IS AVAILABLE WITH MOST POPULAR FUEL PUMPS. THE INTERNALLY REGULATED DESIGN LEADS TO COOLER FUEL TEMPERATURES AND ELIMINATES THE NEED FOR AN EXTERNAL FUEL PRESSURE REGULATOR.

PRODUCTS | **ONLY THE BEST** | SERVICE

INTERESTED IN MAKING YOUR BUSINESS THE BEST IT CAN BE?

TURN 14 DISTRIBUTION OFFERS THE BEST CUSTOMER SUPPORT, INVENTORY, B2B ONLINE EXPERIENCE, RETURN POLICY AND FLAT RATE SHIPPING! CAN YOU REALLY AFFORD TO NOT HAVE AN ACCOUNT WITH THE BEST IN THE BUSINESS? TURN 14 DISTRIBUTION, WHEN ONLY THE BEST WILL DO!



TURN14.COM | 877-7TURN14

f t i #ONLYTHEBEST



»»The stock tachometer was replaced with a 10k RPM TRD unit.

mostly because Marc fabbed up wood blocks to hand-form the end tanks on the intercooler). Next, the twins brought in the same fabricator who did the sheetmetal work on the RTR-X 'Stang, Mark DeLong, to work his magic—and, of course, he nailed it, again. Though the engine still retains stock internals, the twins outfitted the car with a MoTeC M820 engine management system, tuning the car to 744 hp with 610 lb-ft. Enrique, an artist in his own right, designed his own engine bay scheme, Photoshopping several different color and texture variants until settling on the current design.

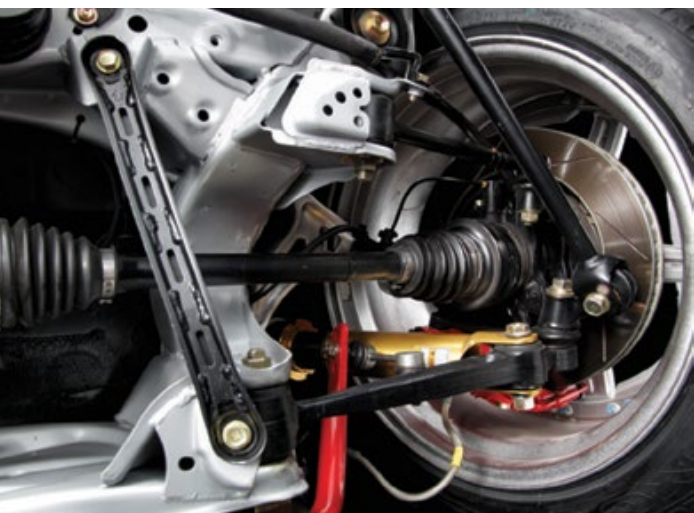
With a picture-perfect engine bay finished, the body of the Supra was next in line, and Enrique certainly went balls-out, sourcing a very rare Ridox body kit from Japan. Ridox, for those wondering, is part of Manabu "Max" Orido's (one of Japan's best racers and drifters) line of special aero components for Varis, one that Orido personally oversees in terms of materials selection, fitment, and overall design. Enrique tracked these parts down from Orido personally during a visit to the 2002 Tokyo Auto Salon and had all of the parts shipped in overnight from Japan. Most of the pieces on this Supra are full carbon fiber, except for the wider front fenders (they're fiberglass); the front bumper was also modified by Buddha Concept Designs and Mark DeLong to have air ducting lead up into the engine bay where the V-mount intercooler is positioned. Other exterior upgrades include Top Secret's carbon hood and rear diffuser, Ganador side mirrors, and respraying the car with a brilliant coat of Ferrari Rosso Corsa paint.

»»Unlike the front half of the car, the rear has a raw race car characteristic with a custom six-point 'cage.



»»When was the last time you saw a set of Volk Racing SF-Challenge wheels?





>>Every nut and bolt was cadmium plated in the undercarriage.

Meant to be more of a stunner, Enrique's Supra still manages to employ the best, even if we're talking the basic necessities. The suspension has been upgraded with HKS Hipermax coilovers and TRD sway bars, matched to classic Volk Racing SF Challenge wheels and a Brembo big brake system. Inside, the look might feel minimal, but maybe that's done purposely; the instrument cluster has been fitted with custom LEDs and a TRD tachometer, the Recaros custom leather-wrapped and accented with red stitching. The twins had long wanted to do something crazy to a project, which literally involved a full breakdown and detailing of the undercarriage of a car. "We hand-finished every arm and deburred them," Eric continues. "Then we added new bearings, painted or cleared them. Detailed the rubber boots, removed every nut/bolt and cleaned them before having them cadmium plated. It looks silly under the car."

Yes, these are the extremes the twins will go for their customers. But remember, they're not just "building a car" for you. They're delivering a masterpiece. And you'd better believe it's worth every penny. 

PHANTOM BRAKELINES

Black colourflex hose with stainless steel fittings

Goodridge Performance Brakeline kits

feature the finest quality stainless steel braided hose with stainless steel fittings, which improves braking performance, eliminates the spongy feel of rubber hoses and provides superior resistance to corrosion. Goodridge brakeline kits provide the reliability and performance demanded by the top racing teams, available for your vehicle.



PERFORMANCE BRAKELINES

BRAKING POWER TO MATCH YOUR HORSEPOWER

- Greater braking efficiency
- Resistance to abrasion and corrosion
- Eliminates sponginess under heavy braking
- Added reliability, safety and brilliant looks
- Technically superior and race proven

GOODRIDGE
FLUID TRANSFER SYSTEMS

1.800.662.2466

www.goodridge.net us_sales@goodridge.net

CONFIDENCE • CONTROL • RELIABILITY



TUNING MENU

'93 TOYOTA SUPRA

OWNER ENRIQUE MUÑOZ

LOCATION LOS ANGELES, CA

OCCUPATION FILM/VIDEO GAME BACKGROUND ARTIST

POWER 744 hp; 610 lb-ft of torque

ENGINE 2JZ-GTE; Twins Turbo Hyper Tune cable bracket, shortened throttle cable, thermostat housing rotator kit, Inconel T4 divided turbo inlet gasket and turbine heat shield; Precision 6766 turbo; Full Race header and downpipe; HKS 264° cams, cam gears, intake and throttle body; custom V-mounted Bell intercooler; dual pass C&R radiator; Setrab oil cooler and power steering cooler; ID2000 fuel injectors; Bosch fuel pumps with E85 flex fuel sensor; 4" stainless oval exhaust piping with 4" electric exhaust cut-out from midpipe; Veilside muffler; stainless fuel feed/return hard lines; Weldon fuel pressure regulator and fuel filters; Mark DeLong custom sheetmetal work

DRIVETRAIN Tilton CC triple plate clutch; Twins Turbo master cylinder kit with remote shaft-mounted slave cylinder; TRD limited-slip differential

ENGINE MANAGEMENT MoTeC M820 ECU with custom GP Motorsports harness; tuned by Shane Tecklenburg

FOOTWORK & CHASSIS HKS Hipermax Max IV GT coilovers; TRD sway bars; custom chrome-moly six-point rollcage

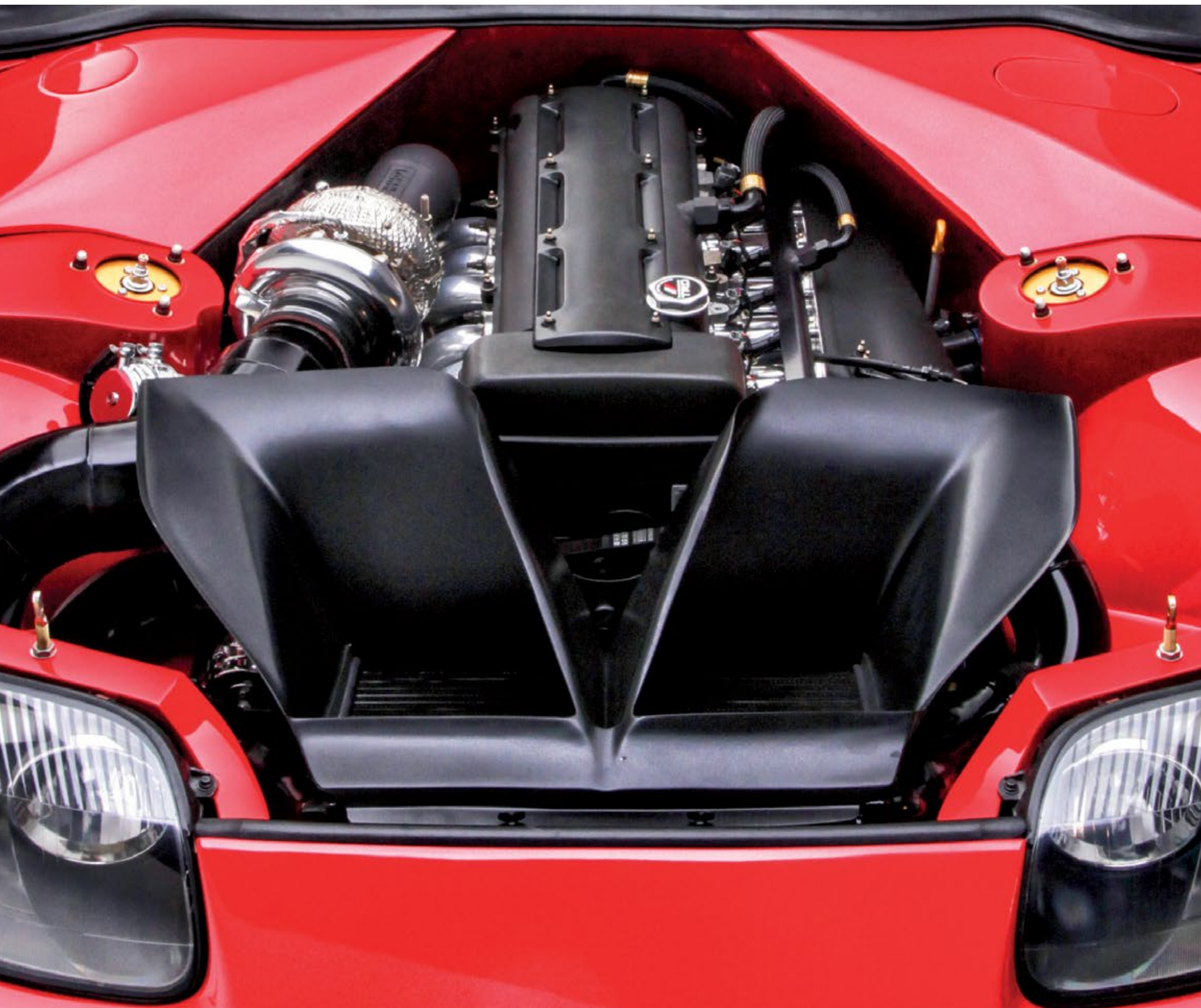
BRAKES Brembo six-pot front, four-pot rear calipers, slotted and vented, two-piece rotors

WHEELS & TIRES 19x9.5" front, 19x10.5" rear Volk Racing SF Challenge wheels; 245/35R19 front, 275/35R19 rear Toyo Proxes T1R tires; ARP wheel studs

EXTERIOR Mark DeLong custom ducting; Ridox carbon-fiber front bumper, splitter, canards, side skirts, rear skirts and trunk lip, front wide fenders, GT wing; Top Secret carbon-fiber hood and diffuser; Ganador carbon-fiber side mirrors; custom LED turn signal bars; Ferrari Rosso Corsa paint; bodywork by 20/20 Autobody and Buddha Concept Designs

INTERIOR TRD tachometer, steering wheel; Recaro seats with custom red leather stitching; Stu Hagen custom LED instrument panel; Veilside pedals and shift knob; Whifbitz carbon steering column

THANKS YOU My family, for encouraging me to continue building the car instead of selling it; my cousin, Giro "Pepito" Diaz, the closest person I have to a brother; Antonio "Tony" and Kenny Cobo, for teaching me during the early days; the Vasquez family of Savas Wheel & Tire, for taking care of my cars and being a second family to me; Eric and Marc Kozuleh and Carlos Valenzuela of Twins Turbo Motorsports, the masterminds behind the biggest aspects of this build; Long and Jim Le of Buddha Concept Designs, without your skills the car wouldn't look nearly this good; Shane Tecklenburg for his spot-on tuning; Greg and Alex Pyles of GP Motorsports, for the cleanest wiring harness in the business; Mark DeLong for his metal fabrication work, setting a new bar in clean engine bay designs; Dusty & Tyler of MVP Motorsports



DRIFT

Hardcore Wheels for the Street



SPEC-R 308B
16, 17



VORTEX 302MB
16, 17, 18, 20



FX 207MB
15, 16, 17, 18



FX 207B
15, 16, 17, 18



HOLESHOT 303B
16, 17, 18



CIRCUIT 304MB
15, 16, 17



HALO 306MB
17, 18



TECH-R 307MB
16, 17, 18



CHITOWN'S FINEST

WORDS & PHOTOS Sam Du

SCENE: TUNER GALLERIA;
DONALD E STEPHENS
CONVENTION CENTER—
ROSEMONT, IL

The best and most successful events in the country go the distance, and Tuner Galleria is easily becoming one of the most popular car shows in the Midwest. For the last six years, TG has partnered with World of Wheels and Autorama to produce one of the biggest weekends for car enthusiasts. Not only are there 200+ Japanese and Euros to peep, but taking up the entire Donald E. Stephens Convention Center are halls filled with hot rods, rat rods, bikes, and more. It's a small taste of heaven if you fancy all types of cars. Also, for enthusiasts in the Midwest, it's a chance to stay warm indoors—March is typically a cold time of the year. Luckily, the '15 event proved to be one of the best weekends when it came to weather, and it made it easy for the entire region to check out the show with ease. We have hundreds of photos on superstreetonline.com to show you what you missed, but here are our top rides! 



1ST TF WORKS NISSAN 350Z—Two years in the making, this Z33 blew us away from its SR-swap, incredible attention to detail, carbon aero, 12-point 'cage, chassis-mounted wing, custom fuel setup, and much more. Full feature soon.



2ND VW CORRADO—It's not every day a Volkswagen catches our eye, but this homebuilt Corrado stopped us in our tracks. You'll notice no sponsors are plastered on the windows. The VW was built in a garage that includes a 3.2L R32 engine swap, shaved engine bay, full repaint, custom BBS wheels, and more. Mad props to the owner!



3RD TF WORKS NISSAN 240SX—OK, TF Works is in here twice, but it's because it simply brought the heat at Tuner Galleria. This is TF Works co-owner David Lee's personal S13 project car that he's worked on since he was in school. It's been with him for more than a decade and has taught him how to wrench on cars and even drift. No one has seen the 500+hp S13 in years, but it made one helluva a comeback!

MONO**MAX**

EVP
EVOLUTIONIZED
PHOTOGRAPHY

~~WINNING ISN'T EASY.~~

~~NEITHER IS BREAKING RECORDS.~~

WHAT'S NEXT?



EVOLUTIONIZED PHOTOGRAPHY BY BECCA FURNISH



71:55.602 ONE MINUTE, FIFTY-FIVE SECONDS
MAKE THE RIGHT CHOICE AND JOIN THE WINNER'S CIRCLE.

GODSPEED *Project*

626.442.3988 | GODSPEEDPROJECT.COM

HONORABLE MENTIONS



>>We often see 240s built for show, drift, and road course, but how about one engineered purely for the quarter-mile? This beast features an RB30 and three-speed automatic tranny that's destined for 11-second glory.



>>Duc Trinh's boosted and K-powered S2000 was back with a new set of wheels.



>>Rocking the Remake widebody kit designed by Kei Miura, the Blood Type Racing Genesis made its first public appearance since SEMA '14.



>>Dumped Varis STI with all the right parts.



>>A familiar face, this Midori green EK Civic returned from Milwaukee with its minty bay and perfect execution.



>>World debut of the Rocket Bunny Z built by Source Performance. The project is far from over as it was finished in less than two weeks, so stay tuned for more!



>>The Get Lucky 370Z comes home to Chicago. Oh, and hello, Tara!

#SAMLIFE IN CHICAGO

It's only my second time visiting the Windy City, so here are a few random things you should know about.



ST. PATRICK'S DAY WEEKEND. They do it big here! The Chicago River is dyed green and everyone hits downtown and parties all day. You don't even have to be Irish!

CLOUD GATE. I like to call it "The Bean," but don't forget to check out this city landmark in Millennium Park.

EAT TANTA. I was invited to dinner here. Peruvian and Japanese fusion. Sounds funny, but the food is delicious—just look at this skirt steak sushi!



Great builds demand **AEM ELECTRONICS.**
Great builders rely on **MOTOVICITY.**



MOTOVICITY
DISTRIBUTION

888.SPEED.16
MOTOVICITY.COM

CALL YOUR **ASE CERTIFIED MOTOREP** FOR
WHOLESALE ONLY EXPERTISE ON AEM ELECTRONICS



THE NO GRAY

A MULTIFACETED HONDA NO ONE EVER EXPECTED



There is a glitch in the system. Show cars cannot be competitive track cars and track cars cannot be award-winning show cars. Things just don't work that way. If you believe this statement, then explain how the hatch here came to be a first-place finisher in both. Your guess is as good as ours—or so we thought.

We've been on the hunt for Angel Torres' '93 Honda Civic CX for a while now. It caught our eye originally because it was a very well-built "show car." Scheduling conflicts prevented us from ever meeting up with him to shoot the car, then Angel's neighbor decided to have a run-in with the car that resulted in a damaged front end.

While a Sergeant front bumper was on order,

Angel contacted us to set a specific date to have his Civic photographed. Why exactly did it have to be shot on or before his specified deadline? Well, Angel had planned to participate in the first round of the Redline Time Attack series. Wait, what? You're going to take this Civic, fresh out of the paint shop, straight to Buttonwillow Raceway? So not only did we oblige to his request, we even promised to meet him at the track to see all of this go down. This multiple award-winning Honda show car with a brand-new front end, which cost more than \$2,500 in parts alone, was going to battle it out at Buttonwillow. There was no way we were going to miss this!

Angel isn't a beginner on the track by any stretch

of the imagination, having competed his Civic Si coupe the year before. He just hadn't driven this particular EG on the circuit. So on that day, the game plan was to connect with Angel the morning prior to him ripping through Buttonwillow with the fear of damaging the car. Well, it didn't quite work out that way as he was immediately thrust into action. We waited in a little bit of horror—no shakedown, fresh motor, all caution to the wind. If he wrecked, that would be the end of an awesome story, but more importantly, it would ruin a build five years in the making. Fortune favored the brave that day and Angel finished first in the Street FWD category.

Looking back at this Civic's humble beginnings,

Angel couldn't possibly have dreamed of all he's accomplished. "I originally bought this car from an old lady," he tells us. "It was damage-free and ran fine with the single-cam engine, but there was definitely some wear. The car wasn't anything to rave about. My friends even nicknamed it 'the lady bug.'"

Prior to purchasing the Civic, Torres was the owner of an RSX Type-S. He liked the Type-S but was more into street bikes at the time, so much so that when he had his bike stolen, he decided to sell his DC5 just to get another motorcycle. However, the decision to sell his RSX haunted him, maybe because it left him putting around in an old 70-whp D-series Civic. He not only missed the power, but the comfort of the RSX,

Unweather your trim and plastic.

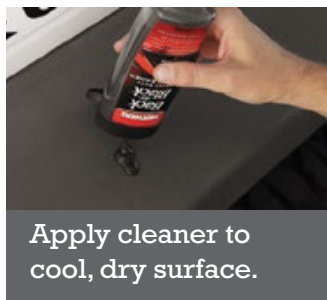


Make your exterior trim and plastics stand out with Mothers® Back-to-Black® care products.

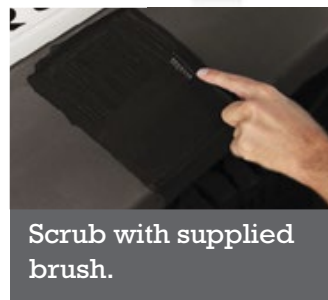
MOTHERS®
Polishes • Waxes • Cleaners

mothers.com • detailguide.com
facebook.com/mothersusa

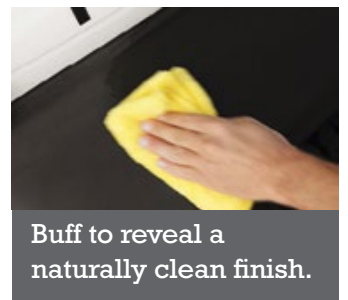
Mothers® Back-to-Black® Heavy Duty Trim Cleaner Kit. It's not a cover up. It deep cleans, allowing you to erase years of neglect, including oxidation, dirt, road grime and even stubborn embedded wax. Restoring your exterior trim and textured plastics to their original, like-new color (not just black) has never been easier.



Apply cleaner to cool, dry surface.



Scrub with supplied brush.

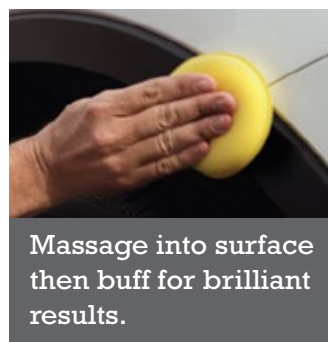


Buff to reveal a naturally clean finish.

Mothers® Back-to-Black® Trim & Plastic Restorer. The original Back-to-Black® formula people know and trust. It removes light oxidation, dirt, wax residue and surface film with ease, while locking in the richness and protecting from future damage. For severely neglected surfaces, first use Mothers® Back-to-Black® Heavy Duty Trim Cleaner.



Pour restorer onto a dry terry cloth or sponge.



Massage into surface then buff for brilliant results.





too. After some careful research, Angel chose to add those two missing ingredients to create his ideal Honda. He perused various forums and came upon a K20Z1 engine from a wrecked RSX. An agreement was made to purchase the swap. Out of good faith, the seller also included the original RSX dashboard skin. From there, shoehorning the K20 into the EG wasn't a very difficult task, but getting the dash to work on the '92-'95 Civic was no easy feat by any means. But the time-consuming retrofit was worth the effort and stands out as one of the most unique aspects of Angel's build.

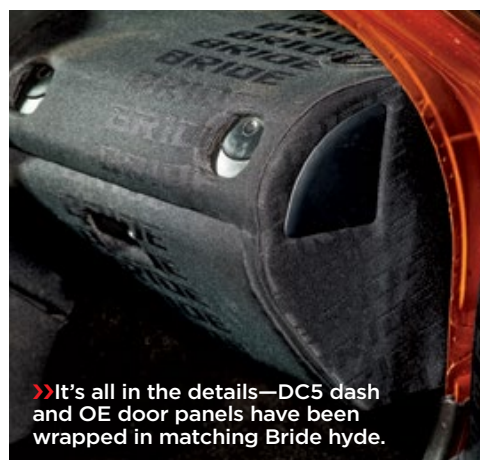
Everything associated with the DC5 interior functions like factory—the gauge cluster, six-disc changer, head unit, even the OEM key works. The original door panels were altered to match the shape of the larger dashboard and music blares through RSX Bose speakers that have also been retrofitted to the car. To give it that personal touch, every panel was wrapped in Bride Hyper Black fabric to match the Brix II and Euro II seats. Angel mentioned that he eventually plans to 'cage his car, but the interior is so mint that it looks perfect the way it sits now—we couldn't agree more.

The K20Z1 he initially sourced isn't even worth mentioning anymore because there's a new setup installed. Currently residing in the bay is an '06 K20A engine built by Hytech Exhaust. The motor features a Benson-sleeved block with Carrillo rods and 86mm Wiseco pistons. The head and valvetrain have been upgraded to handle the added stress from the Jackson Racing

supercharger. The blower pumps out 13 psi of boost thanks to a 3-inch Merc Racing pulley, plus an aftercooler has been integrated to remove heat soak. Mated to the K20A is a six-speed manual that's been completely overhauled with a new gearset and carbon-moly synchros from Gearspeed. Tuned by Bisimoto Engineering via an AEM Series II management system, Angel's K is

capable of 373 hp to the wheels with a hefty 240 lb-ft of torque—and we're talking linear power!

Footwork upgrades are essential to any time attack vehicle, so no expense was spared. Mounted behind the headlights are remote reservoirs for the Eibach Multi-Pro-R2 dampers. These coilovers are known to be some of the best on the market for circuit duty, especially



Drag

Drag Wheels introduces the all new DR-62 model featuring a seamless
spilt-spoke design and a flawless matte and gloss finish for tuning sophistication.

Exclusively available at all **Discount Tire & America's Tire** locations
and **Discount Tire Direct** for all your online Drag Wheels shopping needs.

Drag. Extreme Alloys.

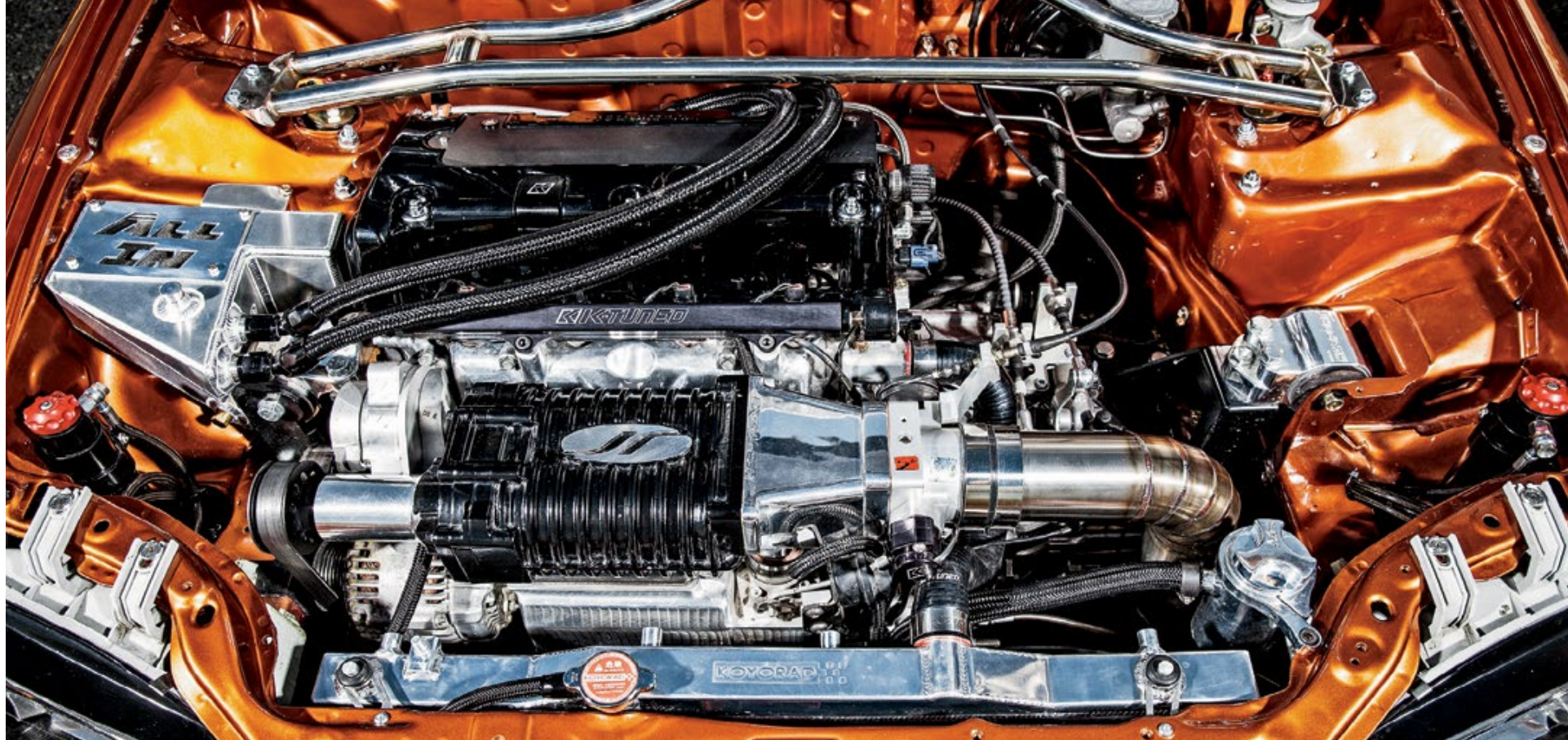


**DISCOUNT
TIRE**
discounttire.com

**AMERICA'S
TIRE**
americastire.com

**DISCOUNT
TIRE DIRECT**
discounttiredirect.com

>> Built and boosted, this supercharged K20A puts down 373 hp and 240 lb-ft of torque.



>> First day on the track, wins his class at Redline Time Attack. No big deal...

paired with matching sway bars. Tattered front upper and lower control arms bushings have been modernized using a PCI bronze bushing kit while the rear arms themselves have been switched out for high-grade aluminum Kiwi parts. Insane Shafts axles have been implemented to handle delivery of the force-fed horsepower to the meaty Toyo R888 rubber. Completing the chassis mods is a set of lightweight 15-inch Volk Racing TE37SL wheels that barely clear 11-inch Wilwood Dynapro brakes all around.

You'll seldom find a car that looks as fast as it goes and vice versa, but being that his Civic has its roots as a show vehicle, form now undoubtedly meets function. The Sergeant front bumper flows in conjunction with a carbon-fiber First Molding "Flugel Plate" and vented hood to give it an aggressive face. Looking especially peculiar in the rear is a pair of polished stands mounted to the rear glass that hold up a carbon J's Racing GT wing. Both the inside and outside of his chassis have been stripped bare and coated with Liquid Copper Metallic paint. The devil is always in the details, so every removable window trim, molding, weatherstripping,

and window glass is all brand-new OEM Honda. Torres went as far as adapting factory RSX lock solenoids to his doors so his RSX keys and immobilizer unit operate properly.

"This was my first real car build and I did everything myself," Angel recalls. "I just learned by trial and error. Anybody can do it; it just takes time and research. When it came to learning how to drive on the track, things weren't much different. I practiced and made friends who helped coach me. Taking this Civic out for the first time was a bit nerve racking, but I'm confident that I can be a lot faster with more seat time this year."

We call Angel's build an anomaly or "glitch" in the grand scheme of things because it is completely unusual—it's everything we ever fantasized about but nothing we ever expected. An enthusiast from Eastvale, California, who was completely foreign to the idea of building a Honda of this caliber, not only produced a multiple award-winning show car, but also transformed it into a competitive time attack vehicle. The whole idea of this scenario just doesn't make sense, and somehow, it just...does. 

TUNING MENU '93 HONDA CIVIC CX

OWNER ANGEL TORRES

LOCATION EASTVALE, CA

OCCUPATION BUSINESS OWNER

POWER 373 hp; 240 lb-ft of torque at 13 psi

ENGINE '06 2.0L Honda K20A built by Hytech Exhaust; Hasport EGK1 engine mounts (polished); custom K20 oil pump, oil pan baffle, exhaust manifold; Benson open-deck sleeved engine block; ARP head studs; Carrillo H-beam connecting rods with CARR bolts; Wiseco 86mm 11.5:1 ceramic-coated pistons; stainless steel intake valves; inconel exhaust valves; titanium retainers; Chevy IRL valvesprings; RR valve job; Jackson Racing supercharger (polished); Merc Racing 3" pulley, aftercooler, 76mm inlet (polished); All-In Fab heat exchanger (polished), oil catch can, coolant reservoir; Skunk2 Pro Series 76mm throttle body; Mega Power RR 76mm exhaust, valve cover washer kit, fender washers; pie-cut intake with Vibrant air filter; K-Tuned catalytic converter, throttle cable, machined throttle cable bracket, inline fuel filter, fuel pressure regulator, fuel rail, mechanical/liquid-filled fuel pressure gauge, upper radiator stay, radiator hoses, upper water neck, swiveled thermostat housing, oil cap, spark plug cover; Karcepts IACV block-off; 1150cc Grams Performance fuel injectors; Walbro 255-lph fuel pump; -6AN nylon/steel-braided fuel lines and -4AN nylon/steel-braided return line; Koyorad RSX radiator; Laminova 7.5" oil cooler; Type R valve cover (powercoated black); Mil-spec wiring harness and firewall plug; Braille 11lb carbon-fiber battery

DRIVETRAIN Gearspeed-built six-speed manual, carbon synchos, gear set; Quaife LSD; custom clutch line; K-Tuned shifter cables, bushings, Race-spec full billet shifter; FEEL'S Twincam titanium shift knob; Insane Shafts 1,000hp axles; Spec Stage 3 clutch, flywheel

ENGINE MANAGEMENT AEM EMS Series II; Hondata 4-Bar MAP sensor; K-Tuned Hall TPS

FOOTWORK & CHASSIS Eibach Multi-Pro R2 coilovers, sway bars; PCI bronze bushings; Kiwi Signature Series lower control arms, camber kits; ASR subframe brace; NEXT Miracle X-brace; Benen strut tower bar

BRAKES Wilwood four-piston Forged Dynapro big brake kit, 11" front rotors, rear Combo Parking brake kit, 11" rear rotors, stainless braided brake lines; DC2 Integra master cylinder, brake proportioning valve; custom full stainless steel headline brake tuck

WHEELS & TIRES 15x8" +35 Volk Racing TE37SL wheels; 225/45R15 Toyo Proxes R888 tires; ARP extended wheel studs;

EXTERIOR Sergeant front bumper; First Molding carbon-fiber Flugel Plate, hood; Vision Technica Type-DC carbon-fiber side mirrors; J's Racing 3D GT wing with polished brackets; Top One Motors half-size rear diffuser; re-coated undercarriage; shaved antenna, tailgate key hole, badges; RSX door lock solenoids; Liquid Copper Metallic paint

INTERIOR RSX Type-S gauge cluster, wiring harness, motor harness, dash/floor harness, headlight/taillight harness, steering column, controls, immobilizer unit, E-brake handle, Bose six-disc CD changer, amplifier, front speakers, dashboard; center console and door panels re-wrapped in Bride Hyper Black fabric; Auto Meter gauges; AEM Meter gauges; custom gauge bezels; Bride Brix II driver and Euro II passenger seats; Sparco harness bar (chromed), Reflex pedal set; Takata four-point harnesses; NRG carbon-fiber quick release, short hub; Personal steering wheel

THANKS YOU Bisi Ezerioha at Bisimoto for the role he has played in getting the build together; Purol for keeping my investment safe on and off the track; Mark at Eibach for tons of suspension input; Mike at K-Tuned; Miguel at Wilwood; Jose at MercRacing; Marcel at Gearspeed; John at Hytech Exhaust; my good friends Yuta, Amir, and Kristian of Marvelous Tune for risking their lives on track with me; Raul for fabrication work and assistance; my beautiful wife Alina—without her support, none of it would be possible

WWW bisimoto.com; gearspeedpartsstore.com; hytechexhaust.com

HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

How Does Harbor Freight Sell GREAT QUALITY Tools at the LOWEST Prices?

We have invested millions of dollars in our own state-of-the-art quality test labs and millions more in our factories, so our tools will go toe-to-toe with the top professional brands. And we can sell them for a fraction of the price because we cut out the middle man and pass the savings on to you. It's just that simple! Come visit one of our 550 Stores Nationwide.

SUPER COUPON

20% OFF

ANY SINGLE ITEM

LIMIT 1 - Save 20% on any one item purchased at our stores or HarborFreight.com or by calling 800-423-2567. *Cannot be used with other discount, coupon, gift cards, Inside Track Club membership, extended service plans or on any of the following: compressors, generators, tool storage or carts, welders, floor jacks, Towable Ride-On Trencher, Saw Mill (Item 61712/62366/67138), Predator Gas Power Items, open box items, in-store event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SUPER COUPON

FREE

WITH ANY PURCHASE
PITTSBURGH
**6 PIECE
SCREWDRIVER
SET**

LOT 47770 shown
61313/62570/62583/62728

**\$4.99
VALUE**

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one FREE GIFT coupon per customer per day.

SUPER COUPON

NEW

**6" VARIABLE SPEED
DUAL ACTION POLISHER**
CHICAGO ELECTRIC
POWER TOOLS

LOT 62403
69924 shown

SAVE \$72

\$57.99

REG. PRICE \$129.99

23275614

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SUPER COUPON

**27 LED PORTABLE
WORKLIGHT/FLASHLIGHT**

LOT 67227 shown
69567/60566/62532

SAVE 62%

\$2.99

REG. PRICE \$7.99

Batteries included.

23240166

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

WOW SUPER COUPON

2 PIECE VEHICLE WHEEL DOLLIES
PITTSBURGH AUTOMOTIVE

LOT 60343
67338 shown

• 1500 lb. Capacity

\$4.88

SAVE 38%

REG. PRICE \$7.99

23252937

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

WOW SUPER COUPON

**44", 13 DRAWER
INDUSTRIAL QUALITY
ROLLER CABINET**

LOT 69387/62270/62591/68784 shown

SAVE \$330

\$369.99

REG. PRICE \$699.99

• Weighs 245 lbs.

US★GENERAL TOOL

23270169

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SUPER COUPON

**2.5 HP, 21 GALLON
125 PSI VERTICAL
AIR COMPRESSOR**
CENTRALPNEUMATIC

LOT 67847 shown
61454/61693

SAVE \$70

\$149.99

REG. PRICE \$219.99

23294157

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SUPER COUPON

**1000 lb. Capacity
MOVER'S DOLLY**
HaulMaster

LOT 60497/93888 shown
61899/62399

\$8.99

REG. PRICE \$14.99

SAVE 40%

23257660

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SUPER COUPON

4-1/2" ANGLE GRINDER
drillmaster

LOT 60625 shown
95578/69645

SAVE 50%

\$9.99

REG. PRICE \$19.99

23267085

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SUPER COUPON

**1 TON CAPACITY
FOLDABLE
SHOP CRANE**
PITTSBURGH AUTOMOTIVE

LOT 69445/93840
61858/69512 shown

SAVE \$150

\$99.99

REG. PRICE \$249.99

23252788

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SUPER COUPON

**RAPID PUMP® 1.5 TON
ALUMINUM RACING JACK**
PITTSBURGH AUTOMOTIVE

LOT 69252
60569/62160
62496/62516
68053 shown

SAVE \$60

\$59.99

REG. PRICE \$119.99

23257142

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

WOW SUPER COUPON

**3 TON HEAVY DUTY
STEEL JACK STANDS**
PITTSBURGH AUTOMOTIVE

LOT 38846 shown
69597/61196/62392

SAVE 55%

\$19.99

REG. PRICE \$44.99

23273776

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SUPER COUPON

**STEP STOOL/
WORKING PLATFORM**
HaulMaster

LOT 62515
66911 shown

SAVE 28%

\$24.99

REG. PRICE \$34.99

• 350 lb. Capacity

23280890

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

WOW SUPER COUPON

**900 PEAK/700 RUNNING WATTS
2 HP (63 CC) 2 CYCLE
GAS RECREATIONAL
GENERATOR**
STORMCAT

LOT 66619/60338/69381
62472 shown

SAVE OVER \$84

\$95

REG. PRICE \$179.99

23288888

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

• 100% Satisfaction Guaranteed
• Over 25 Million Satisfied Customers

• No Hassle Return Policy
• Lifetime Warranty On All Hand Tools

• 550 Stores Nationwide
• HarborFreight.com 800-423-2567

etc.

The latest parts and noteworthy buzz you should know about.

NEW PRODUCTS



MICKEY THOMPSON ET DRAG TIRES

The new ET Drag Sport Compact tires from Mickey Thompson are guaranteed to give racers the winning edge. The tires have been specifically engineered for maximum traction with their superior construction and tire compound. They also require little or no burnout when staging. Starting at \$175, mickeythompsonstires.com



AUTO METER BOOST CONTROLLERS

This baby redefines what a boost controller should be. In addition to the standard hi/lo mode, boost by rpm and by gear, this gauge from Auto Meter gives you control of your power delivery. Configurable warnings with recall and boost shutdown are standard safety features designed to protect your engine. Starting at \$512.49, autometer.com



AEROMOTIVE STEALTH 325 FUEL PUMP

The new compact 325 fuel pump is designed to fit most newer cars. It features more flow throughout a wide pressure range and is rated at 325 lph at 40 psi. aeromotiveinc.com



DEATSCHWERKS DW300C FUEL PUMP

The lineup of fuel pumps from DeatschWerks keeps gettin' better! The new DW300c flows 28 percent better than the existing DW65c, plus meets a 340-lph benchmark. There are several vehicle-specific kits so you can be sure there's a pump for your project car build. Starting at \$189, deatschwerks.com

FORMULA D TECH DAY PRESENTED BY PIONEER



If you live in California and haven't been to Formula D Tech Day, what are you doing with your life?! Every spring, we've been partnering with Formula Drift to put together a pre-meet and get fans jazzed up for drifting. It's become one of the biggest get-togethers of the year! Typically, we open up our Orange County facilities for the Formula D staff to tech and inspect competitor drift cars. But this year, with many teams coming down to the wire, we switched up the event's theme from a "tech day" to an "appreciation day." Thousands of enthusiasts piled into our headquarters, and we had a few select drift cars unveiled such as Dave Briggs' and Jeff Jones' Nissan 240SXs, Charles Ng's Infiniti G37, and Ken Gushi's Scion FR-S. However, the main attraction was Daigo Saito's GT-R, which arrived only days before from Japan. Don't miss out next year!



SUPER STREET SHOUTOUT



Holla! Here's your chance to shine and get a free shout-out! We're looking over our Instagram feed for cool rides with the hashtag #superstreetme. Hashtag a photo of your car and you can find yourself in the next issue of *Super Street*!

@chrome.z



This unique Amuse Nissan 370Z reminds us of the Blitz JDM trends.

@tekoe86



Pretty clean Scion FR-S. We are digging the Victory Function fenders and the mesh wheels. Too bad the owner is trying to part it out, though.

@quio_tip



Rad wheels and stance on this Z.

@no_tofu86



This Scion FR-S body has a unique matte green exterior with some cool carbon-fiber accents.

ALL SEASON IS AHHH GOOD!

PUTTING THE BFGOODRICH G-FORCE COMP-2 TO THE TEST

Obviously, winter tires perform in the wet and snow while summer tires shine in the sun. Duh! However, if you live in a place where seasons change, driving conditions are unpredictable, plus you don't always have the time or dough to swap tires, all-season tires are the way to go. With that said, we had the opportunity to test BFGoodrich's latest g-Force Comp-2 all season rubbers at Wild Horse Pass Motorsports Park in Arizona last spring.

The Arizona desert isn't the most ideal place to test a tire's snow capabilities, but we had ample time to put them to the test on the track and even on a wet course. The Comp-2s feature some new technology that enabled us to really push the tires in the dry, such as the large, rigid tread blocks and reinforced internal structure that keep more tire patch in contact with the road, especially during hard cornering. Something they call the "g-Control sidewall inserts" counter against deflection, resulting in improved turning response as well. With a full day at the track, we were more than pleased with our experience on the g-Force Comp-2s. With plenty of sizes, they're easily worth looking at for your daily driver. 



CONNECT: bfgoodrichtires.com

Project μ

NS400
THE SUPERIOR STREET PAD

- Temp range: 0-400° C (0-752°F)
- Friction coefficient: 0.34-0.43 μ
- Helps you get the most out of your street car
- Outstanding initial stopping power
- Excellent low dust and noise properties
- Asbestos free

CLUB RACER
1 Piece Disc

- Temp range: 200-600° C (392-1122°F)
- Friction coefficient: 0.45-0.59 μ
- Genuine all around track pad
- All areas of braking performance have been addressed
- Awsome stopping power, great modulation, fade resistance
- Very uniform performance over wide temperature range

TYPE HC 3000
SUPER PERFORMANCE

- Temp range: 0-500° C (0-932°F)
- Friction coefficient: 0.32-0.40 μ
- Developed for street and light track use
- Improves the overall braking power of your performance vehicle
- Excellent wear, dust characteristics and rotor friendly
- The pad to use when you start to get serious about driving

G-four 335

- Temp range: 0-800° C (0-1472°F)
- Friction coefficient: 0.43-0.59 μ
- High Torque pad with excellent fade resistance
- Will handle almost all serious braking situation
- Excellent driver feel and control
- Extremely capable in competition environment

Special brake fluid that offers an industry leading high boiling temperature.

- Dry boiling point - 335°C
- Wet boiling point - 221°C
- Glycol 100% Synthetic
- Offroad use only

NOBUTERU TANIGUCHI
WINNER OF 2014 86 RACE

FRICTION TECHNOLOGY
Project Mu pads have been winning championships around the world for the past several years and we feel that its time for you to feel superior braking

Imported Exclusively by
Mackin Industries, Inc.

9921 Jordan Circle Santa Fe Springs, CA 90670
Tel (562)946-9820 Fax (562)946-3417

www.project-mu.co.jp/usa
www.mackinindustries.com

Heat Stroke

Q&A WITH ARIZONA
HOTTIE **PATRISHIA ELYZZE**

WORDS **Sam Du**

PHOTOS **Randy Ly**

LOCATION **1906 Studios, 1906studios.com**

Arizona is hot, and we mean, really hot! But with a scorching desert climate, there are bound to be beautiful girls running around in bikinis, right? Well, while that might be a fantasy, Phoenix does have some gorgeous talent, and Patrishia Elyzze is one of them we discovered earlier this year. She's a sweet, laid-back girl who's studying to finish her BSN while modeling on the side and serving bottles at the club by night. Please welcome her to the *Super Street* fam, and if you're ever in the Arizona desert, look her up!

First off, what's your ethnicity?

People ask me this all the time! I'm 100 percent Filipina and proud of it! I was also born in the Philippines!

Do you have any special skills?

I love drawing, and I like to pretend that I can rap—in my car or whenever I'm alone because nobody needs to witness that...

If you were stranded on an island, what are three things you couldn't live without?

My cats, lotion, and candy—I probably wouldn't last very long, but at least I would be happy!

Cats? What about us?! Finally, tell us a few random facts about you.

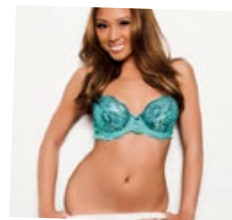
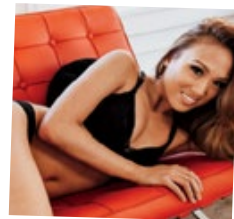
Sadly, I'm terrible at cooking, but I'm working on it; I'm a neat freak; and I can't dance, but it doesn't stop me from twerking at the club! 🍑

PATRISHIA ELYZZE

Birthday May 3

Hometown Phoenix, AZ

Instagram @patrishiaelyzze



»Check out superstreetonline.com for more photos.



WWW.ASPECPRODUCTS.COM

TEL: 626.618.1100 FAX: 626.618.1108 EMAIL: SALES@ASPECPRODUCTS.COM



NARDI

Made in Italy



Made in Italy



360mm Nardi Classic Leather



330mm Nardi Sport Rally Wood



350mm Personal Grinta Suede



350mm Personal Neo Grinta Leather



350mm Personal Trophy Leather

Works Bell

Made in Japan



Works Bell Rapfix II Blue



Works Bell Rapfix II Orange



Works Bell GTC Black



Works Bell GTC Silver



For BRZ or FRS

Works Bell: '540S' Short Boss / '540' Standard Boss

AIR SUSPENSION INSIDE OUT

"With technological advances in air springs and air control, an air suspension system today is a very comparable option to a coilover system."

NOT JUST FOR VIP CARS ANYMORE

WORDS & PHOTOS Aaron Bonk

Every car has some combination of springs, shocks, bars, or links that suspends its chassis, body, engine, and drivetrain above its wheels.

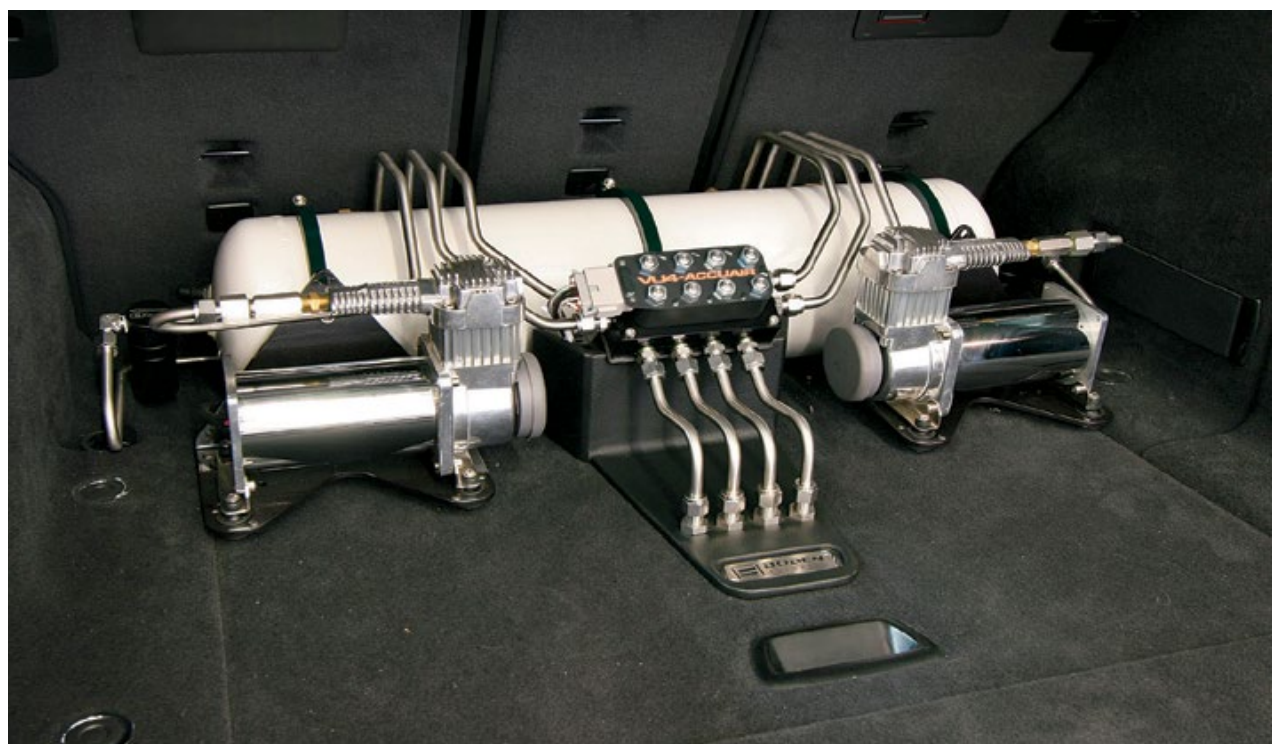
Get rid of any of it and the ability to accelerate, turn, and stop—and do so in relative comfort—will go to shit. Trouble is, most of those characteristics are at odds with one another, which is exactly why you know less about suspension tuning than just about anything else.

Air suspension systems seem even more mysterious but, as it turns out, they aren't a whole lot different. Most modern suspensions are made up of a coil spring that slips over a shock or is positioned near it. At its core, an air suspension really just does away with those coil springs for flexible, pressure-filled bags of air that are typically made of the same sort of rubber as your tires. At the touch of a button, the bags can be inflated or deflated, instantly altering ride height and how the suspension performs.

Haters have been pitting air suspension systems against more conventional coil-spring suspensions for years, often with little sound reasoning behind any arguments. A proper suspension isn't as subjective as you think, either, and can be measured by how well it takes advantage of its tires' traction capabilities, how evenly traction is distributed from front to rear, and how responsive it is to the driver's steering, braking, and throttle inputs. Pass those tests and it doesn't really matter whether we're talking about tightly wound coils of steel or rubber-formed pillows of air.

THE BREAKDOWN

At the core of any air suspension system is its bags, or air springs. Here, rubber bellows that feature metal plates at each end slip over the shocks, similar to a coil spring. Like coil springs, air springs are progressive in nature, which means increased compression results in a stiffer spring. The ability to alter an air spring's



» Compared to a more conventional coil-spring suspension, air suspension systems are made up of a lot more stuff. Besides the air springs, there's the compressor, reservoir tank, lines, and some sort of controller. Here, Boden AutoHaus fabricated stainless-steel lines from scratch—just one part of the process that can make a higher-end air suspension install cost well over a grand and take up to a month to complete.



» Like any suspension, air springs are based off of the same sort of shocks you'd find wrapped inside of a set of coil springs. The big difference is the rubber bellows.

Gram LIGHTS

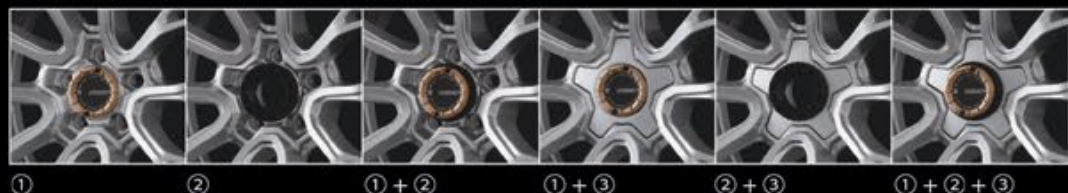
LIGHT WEIGHT CONCEPT



2015 BRAND-NEW MODEL

57 Valkyrie
THE FIGHTING MESH DESIGN

- Cast 1pc. Wheel (JWL+R Spec 1)
- Color: Sunlight Silver(SU), Black/Line Diamond Cut /Black Clear(KK)
- Included: Variable Layer Center Unit (Center Cap①/Center Ring②/Center Board③/Screw Set), Nut set (Chrome, Black/please choose the color and nut pitch at time of order), Air Valve
- ▼ Variable Layer Center Unit combination example



<http://www.rayswheels.co.jp>

The concept is racing. **RAYS**

57Xtreme CJ spec

- CAST 1PC
- JWL+R SPEC1
- 2015 MODEL



57Getter

- CAST 1PC
- JWL+R SPEC1



57FX-PRO

- CAST 2PC
- JWL+R SPEC1



57C8

- CAST 1PC
- JWL+R SPEC1



57FX

- CAST 1PC
- JWL+R SPEC1



57Xtreme

- CAST 1PC
- JWL+R SPEC1



57Gainer

- CAST 1PC
- JWL+R SPEC1



57Ultimate

- CAST 1PC
- JWL+R SPEC1



57DR

- CAST 1PC
- JWL+R SPEC1



57D

- CAST 1PC
- JWL+R SPEC1



57XV

- CAST 1PC
- JWL+R SPEC1



57V

- CAST 1PC
- JWL+R SPEC1



Imported Exclusively by

Mackin
Mackin Industries, Inc.

9921 JORDAN CIRCLE SANTA FE SPRINGS, CA 90670
TEL: (562) 946-6820 FAX: (562) 946-3417

Dealer Inquiries Invited
www.mackinindustries.com

■ PERFORMANCE

rate at any moment means the potential for better performance or ride quality just got a whole lot easier.

Chances are, fitting an air spring kit to your car just got a lot easier, too. The whole process has come a long way over the last five years, according to Air Lift Performance's Corey Rosser. "With technological advances in air springs and air control, an air suspension system today is a very comparable option to a coilover system," he says. Gone are the days of chopped-up shock towers and relocated suspension bits in hopes of fitting some billowy bags in place. Today, hollow bellows that allow shocks to slip through themselves make mounting them into most cars easier than it's ever been. Today's kits allow you to leave the shocks in the factory locations and, for the most part, bolt in much like any conventional coilover system would.

There's a whole lot more to a proper air suspension system than four bags worth of hot air, though. Any kit worth your consideration is made up of all sorts of components. It starts with an air compressor that's powered by the car's electrical system and is able to inflate each bag on demand. The compressor feeds the springs individually using flexible, polyurethane lines or, in some cases, custom-bent, stainless steel tubing (you'll see the top show cars rocking hard lines). Most of the time, a separate air tank is integrated that helps instantaneously increase and maintain air pressure within the system and allow for smoother transitions between large pressure changes. Both components are typically mounted in the trunk, sometimes in a custom enclosure, but they can also be hidden underneath the chassis or attached to the unibody or frame.

The compressor works like any other air pump, drawing outside air into its internal tank, where it's pressurized and sent out its other end. Somebody's got to tell it when to pump and how much air to allow past itself, though, which means some sort of driver-actuated controller has to be integrated into the system. Here, manual or electronic controllers are available that can be mounted near the driver or accessed from a smartphone app in some cases for easy, on-demand ride-



»Not every air suspension installation has got to be its own sideshow. Here, Boden AutoHaus tucked many of the components inside this hidden trunk compartment.

height adjustments.

Once the system's installed, you've got to determine whether or not you'll adjust ride height based on air pressure or through a series of sensors. Pressure-based systems rely on a given value that you know positions your car at a particular ride height. But we must warn you, pressure sensors aren't always accurate, and weight changes can still affect ride height. For example, plop a few hundred pounds onto the back seats and watch the ride height drop. As air springs compress from added weight, pressure-based systems recognize this and compensate by reducing air pressure back

to its original value, which results in exactly what you think it wouldn't—lowering your car even more. Unwanted changes can also happen when weight's thrown around while cornering or when going up or down a hill.

Electronic systems that rely on a series of sensors to establish and maintain ride height are far more accurate and don't care whether or not there's 150 pounds' worth of pressure inside those air springs. Here, sophisticated sensors placed underneath the chassis monitor ride height and relay that information back to the controller, ensuring ride height remains where you want it, despite pressure.

Just like with coil springs, an air spring suspension works best with the right supporting mods. Most experts recommend going on the soft side when setting up air spring rates, and instead focusing on the right shocks to address oscillations and the right sway bars to minimize body roll.



»Electronic management systems are based off of electronic manifolds that distribute air pressure, individually, to each spring.

TO SLAM OR NOT TO SLAM

PROS

- On-the-fly ride-height and handling adjustability. Duh!
- Preserve expensive, low-hanging body components and prevent chassis damage.
- Progressive-rate air springs, just like your coils.
- Adjustable spring rates.
- Highly versatile.
- No other way to obtain a slammed ride height and remain functional.
- Instantly adapt to increased weight changes.
- Decrease ride height without sacrificing ride quality.

CONS

- More expensive than coil-spring suspensions.
- Installation process more complex.
- Installation process more expensive.
- More components required.
- Permanent chassis modifications necessary in some instances.

QUALITY-MADE ALUMINUM TANKS FOR
YOUR COOLING AND OILING SYSTEMS.



styled **STRONG**



TITAN MOTORSPORTS

- Lightweight Fabricated Aluminum for strength and durability
- Universal or custom fit for most engine applications
- Can be powder-coated, polished or chromed for a unique, custom look

RACE PROVEN
PERFORMANCE  MADE IN U.S.A.

MOROSO

American ingenuity and integrity, since 1968.

phone 203.453.6571 • tech 203.458.0542 For specific product details & specs, visit www.moroso.com

無敵 MUTEKI

SR48 SR35

THE ORIGINAL TUNING LUG

- MADE OUT OF FORGED HIGH GRADE STEEL
- INCLUDE 20 PIECES LUG NUTS
- INCLUDE KEY ADAPTER
- AVAILABLE : 12X1.5 AND 12X1.25
- COMPACT SIZE TO FIT SMALLER DIAMETER WHEEL HOLES
- 60 DEGREE TAPER SEAT

LOCK SETS (OPTIONAL) INCLUDE 16 LUGS + 4 LOCKS

Mackin
Mackin Industries, Inc.

9921 Jordan Circle Santa Fe Springs, CA 90670 Tel (562)946-6820 Fax (562)946-3417

www.mackinindustries.com

Dealer Inquiries Invited

MYTHBUSTING

"But the bags might pop, bruh."

Truth: According to air suspension installation experts Boden AutoHaus' Josh Esfahani, this is a crock often dealt by those unfamiliar with air. "Yeah, maybe if they're installed wrong and are rubbing up against something, there might be a problem," he says. Otherwise, popped air springs are little more than figments of the uninformed's wild imaginations.

"An air suspension will never handle as good or be as reliable as a set of coilovers."

Truth: Function Form's Preston Dawson says that just isn't the case anymore. A properly designed system that incorporates the appropriate shock characteristics can handle just as well as many conventional suspensions would. "If you pick out the proper components that work together, you can get reliability as good as any static coilover setup," he says. And according to Air Lift Performance's Corey Rosser, performance isn't compromised, either: "We've spent thousands of hours testing and improving our product to the point that it can handle the same kind of beating that people give their coilovers."

"Air suspension is for show cars."

Truth: AirREX's Marshal Lum says a large percentage of the company's kits are sold to enthusiasts who'll never see the likes of a body kit or circus-colored engine bay, much less a car show. He added that customers have been using AirREX systems on street cars and dedicated track cars for years. Esfahani says the same thing: "Air springs used to be for guys who wanted to go lower than low. Now guys are racing with these."



»»Most higher-end systems feature adjustable shock damping, which allows for further fine tuning once ride height has been established. This, combined with the ability to change an air spring's rate, makes for a highly versatile suspension.

"If you pick out the proper components that work together, you can get reliability as good as any static coilover setup."



»»Typically, a reservoir tank is integrated into the system, which allows for instant ride-height adjustments without having to wait for an air compressor to do its job.



»»Like any suspension, the shocks are at the core of how good an air suspension system will handle. Even the best air springs will never make a set of lousy shocks good.

PERFORMANCE VS. LUXURY:

It's all in the shocks. They're the primary difference between an air system designed for a sedan with velour window curtains or a 550hp coupe on R comps. Like coil-spring suspensions, the shocks' compression and rebound rates, damping forces, and cooling capabilities determine whether or not the system as a whole is best suited for donut shop parking lot meets or the road course. The air springs, compressors, lines, electronics, and everything else will never turn a good shock into a bad one.

Performance-based systems typically feature the same sort of shocks you'd find on higher-end coilover suspensions. Here, height-adjustable threaded bodies, adjustable damping, camber and caster adjustability, and mono-tube construction are common signs of a performance-based shock. The ability to adjust a shock's damping along with an air spring's rate can allow for unmatched levels of tunability when compared to coil-spring suspensions. In other words, the same car can go from soft and comfortable to firm and precise in just a few seconds.

An air spring's rate is dependent upon how much pressure's inside, though. Increase the pressure to arrive at the sort of spring rate you'd want for racing, and you just raised the car. If you think this sounds counterintuitive to setting your car up for the track, you'd be right. This is where shocks with threaded bodies that allow for ride-height changes on their own become even more important.

CASTING - FLOW FORMING
ADVAN Racing RZII



YOKOHAMA WHEEL
ORIGINAL DESIGN

JAPAN MADE



RACING INDIGO BLUE & RING

GLOSS BLACK & RING

RACING HYPER BLACK

17 18 19 inch



The opposite side of the spoke features an Intelligent 5-Axis machining which carves out the extra weight throughout the inner spoke and connective areas. Full strength is retained.

The RZII was designed with ultra thin spokes in mind. To ensure strength and rigidity, the spoke sides are stepped for reinforcement.



Mackin
Mackin Industries, Inc.

9921 Jordan Circle Santa Fe Springs, CA 90670 Tel(562)946-6820 Fax(562)946-3417

www.mackinindustries.com

Project KICS
Racing Gear

Project KICS has been the undisputed leader in performance wheel parts and accessories for over 40 years. Manufactured only in Japan, each part by Project KICS embodies our commitment to performance, quality, and innovation in design for your driving pleasure and safety. Run with the Best.



NEO CHRO

BLACK

R40 CONIX



20PCS KIT OR 10x4 LOCK KIT OPTION



20PCS LUG NUTS + KEY



Available size:
12x1.5 and 12x1.25



Available:
11mm / 15mm / 20mm / 25mm / 30mm

WHEEL SPACER



Available : 3mm/5mm/8mm/10mm



KICS
LEGGDURA RACING
DURALUMIN x CHROMOLY
2pcs Shell Type Lock & Nut SET

- Available: M12 x 1.5 and M12 x 1.25
- 16 Lug nuts + 4 Locks
- Cap type: Short, Extended, Extended racing style
- Color: Gold, Red, Blue, Black
- Duralumin shell cap + Chromoly Lug
- 60 degree seat
- Include: Plastic adapter for caps, Lug nut adapter, & Lock key

CL35

RL53

CL53

Mackin
Mackin Industries, Inc.

9921 Jordan Circle Santa Fe Springs, CA 90670 Tel (562)946-6820 Fax (562)946-3417

www.mackinindustries.com



mackinindustries



ProjectKics

■ PERFORMANCE



»Function and Form's modular system is based off of air springs that thread directly onto the company's existing shock bodies.



»Function and Form's unique modular system allows easy upgrading from its coil-spring suspension to its air-spring suspension without having to change shocks.



»Air Lift offers some of the industry's most thorough air spring systems around. Its '12-'15 Honda Civic kit includes everything you need, with electronic or manual air management options.

Marshall Lum, AirREX:

"Consumers must understand their chassis first. Some chassis must be modified, however, most AirREX systems will get you as low as possible without major modifications."

Preston Dawson, Function and Form:

"Consumers should invest in a system designed to work together. Are the bags made to work with the struts? They should look at what type of bag a company uses and understand the pros and cons of each type. Does the company help with tech support? Because you'll need it."

Corey Rosser, Air Lift Performance:

"There are a lot of air suspension options to choose from. The biggest thing a consumer can look for is the quality of the product and customer service."



>>AirREX's digital controller responds to wireless commands, allowing you to raise or lower your car from just about any place. The LCD screen also displays all sorts of important information, like air spring pressure and reservoir pressure.

NEED-TO-KNOW APPLICATIONS

AirREX/Wireless Control Combo Kits: AirREX was founded in hopes of delivering performance-based air spring systems to the public. Its kits are based off of fully threaded, 12-way-adjustable shocks that feature built-in brackets and mounts that make installation a bolt-on deal. AirREX's digital air management solution is based off of an electric solenoid manifold that lets users dial in the rate at which the car can be lowered or raised, all from a wireless controller.

Function and Form ON AIR Conversion Kits: Function and Form is famous for its coilover suspensions and is now among the first to integrate its air springs into existing applications. That means you can buy a set of coilovers today and replace those coils for air springs next year. The conversion requires no cutting, welding, or trimming and is fully reversible. Manual and electronic controllers are sold separately and integrate into all of Function and Form's ON AIR systems.

Air Lift Performance/Performance Series: These guys were among the first to offer kits for cars like Honda's ninth-generation Civic. Its Performance Series systems include everything you'll need, along with manual or electronic management systems. Kits are made up of 30-way damping, fully threaded, mono-tube shocks, double-bellow air springs, and all of the appropriate lines, clamps, and fittings needed to connect it all up. Manual management systems are made up of a 200-psi-capable air compressor, four-gallon air tank, and the appropriate hardware to hook it all up. Electronic systems feature Air Lift's AutoPilot V2 controller and manifold that allow for instant and personalized adjustments. The company says its ninth-gen Civic kit is good for nearly a 4.5-inch drop. 

- SOURCES**
 AirREX
airrexus.com
 Air Lift Performance
airliftperformance.com
 Boden AutoHaus
bodenautohaus.com
 Function and Form Autolife
f2autolife.com

Brake Upgrade Kits

SIX FABULOUS CHOICES

to suit every driving style and budget.
 All **EBC** rotors are now black **GEOMET®** corrosion resistant coated...

These rotors **WILL NOT RUST**



Stage 1 Kit

Ultimax Daily driver pads & Geomet black OEM style rotors

Stage 2 Kit

Greenstuff sport pads & USR slotted black Geomet Rotors

Stage 3 Kit

Greenstuff Trucksport pads & GD sport drilled black Geomet rotors

Stage 4 Kit

Redstuff premium fast street pads & USR slotted black Geomet rotors

Stage 5 Kit

Yellowstuff highest friction pads & GD sport drilled black Geomet rotors

NRS® - NUCAP Retention System® creates a mechanical bond, locking the friction to the backing plate.

Vehicle Type Prices From

Any Vehicle \$99

Car \$145

Truck/SUV \$175

Car \$195

Any Vehicle \$245

Kit includes 100% British made ECO friendly quality high efficiency EBC brake pads fully tested and approved to meet or exceed all known standards plus premium Geomet corrosion resistant G3000 iron rotors of your pattern choice. Geomet is the NUMBER ONE brake rotor anti corrosion surface coating used by OEM builders (they use silver, we prefer black Geomet). Coating withstands severe salt spray tests for corrosion resistance.

Ask at Pep Boys
 or your local retailer or
 shop online at

EBC®
BRAKES
www.ebcbrakes.com

back in
the day

RAISE THE

THIS 2JZ-POWERED '74 MERCEDES 240D IS A TRUE KNOCKOUT

WORDS BK Nakadashi PHOTOS Austin Ragno

Hate being the center of attention? If you like old cars but dislike being stared at, a Mercedes-Benz 240D isn't a bad choice. No one will ever see you because no one will ever look. A Westinghouse white, diesel-powered Mercedes 240D is a rolling Roofie—it will roll by and you won't remember a damned thing. I mean, look at it—upright lines, lots of chrome, the standup hood ornament, ribbed taillights, color-keyed hubcaps, 14-inch steel wheels, and what's this...*whitewall tires*? While it's a 40-year-old car, it still renders itself anonymous on the road, which is exactly the point of a sleeper. You never see it coming.

Pop that hood—yes, the grille is attached, so watch your head—and discover a Toyota 2JZ VVTi with a single-turbo conversion and pumping out 400 hp. That's roughly *five times* what the original Diesel cranker put out back in the day. What the hell?!

We posed this very question to Bill Peron of Leesburg, Pennsylvania—the man who built this particular Merc for Rob Bailey, owner of the Flight or Fail clothing line, Warehouse Gym, and Speed Warehouse, the shop where this car came to fruition. "Rob likes old, quirky cars and doing things that are out of the ordinary," Bill tells us. This brick, purchased somewhere in darkest New Jersey, ran when Rob bought it; he drove it two hours home.

2JZ motivation took place simply because Bill is comfortable playing around with those engines: "We're big Toyota fans at the shop; we love the 2JZ because of its capability and its reliability. We've got five Supras, three IS300s, some other 2JZ swaps into other vehicles. This engine was a VVTi 2JZ that came from a JDM Aristo. Usually I'd pull the head and inspect everything, but the

EROF(IE)



back in
the day



>> 400hp 2JZ swap in a 240D's shaved engine bay... Sacrilege to some but awesome to us!



goal was an easily attainable 400 hp. We wanted to do it on a budget, and not opening the engine was cheaper." Most of the power gain comes from the conversion to a single Borg-Warner S366 T4 turbo in place of the factory twin-turbo setup, and the associated fuel delivery mods (bigger fuel pumps and injectors, endless computer mapping) needed to feed it.

Usually rear-drive engine bays that accommodate four-cylinder engines are wide enough to drop in a V-8, but thanks to Mercedes' variety of available engines, including a straight-six, there was enough room for the 2JZ to live. Mostly, "There was a good amount of fabrication to get the engine and trans to fit," Bill says. "The 2JZ was a little taller than the original diesel engine, so I cut, re-welded, and reinforced the factory subframe to accommodate. I also made the motor and trans mounts that both bolt to the factory locations. I didn't have to modify the radiator support or anything, though I used a smaller Honda radiator for a tidy look. I did mount the intercooler as far forward as possible; it literally touches the grille when the hood closes." There isn't even an exhaust tip peeking out under the rear valance: "We're running an open downpipe and 3-inch exhaust that dumps out halfway underneath the car," Bill explains. "The sound kind of gives things away, but man, the 2JZ just sounds really great with no mufflers."

Wiring wasn't quite done from scratch, but it might as well have been, considering the time Bill took to integrate a custom Wiring Specialties pro engine harness into the Merc's factory wiring. "The amount of wiring this 40-year-old car had was really surprising, and integrating the harnesses was quite a bit of work," he tells us. "We moved the fuse box. It was in the engine bay, but now it's under the dash. But everything works; the power sunroof goes all the way back, and we could retain all of the functions except air conditioning, and this car didn't come with factory air conditioning anyway."

Rather than the Toyota-co-developed Getrag 233 six-speed that this car would have come with, and with the original Mercedes automatic out of the car, Bill only had to cut the trans tunnel to clear the five-speed W58's shifter. The shift boot lives where the original factory PRNDL shifter lived for 40 years. The front of Mercedes' two-piece driveshaft was removed, replaced with a length of Toyota driveshaft, then collared and welded into a single piece. It's the transmission that limits Bill's ability to stir in more power, and we would be remiss if we didn't underscore that the open 3.69 gear in the largely untouched factory rear is taking nearly quadruple the torque it handled from the factory. Mercedes chassis are legendarily overbuilt, but even this might be pushing things. "Power, reliability, and cost play a big part in what we do here. We just wanted to make it fun—not go over the top."

Part of the aesthetic was an antiseptic engine bay that looked as if it could have come from the factory that way—yet was unnaturally clean and free of foofaraw. "We spent a lot of time on the engine bay—shaving things, filling in a number of holes, painting it to match the body," Bill says. "We didn't fill or smooth everything in there; an over-shaved engine bay can be too much, and putting smooth plates over things makes it look unrealistic. We wanted to make it look brand new and original; I call it a 'functional shave.'" Bill credits pal Mike Perez with making things look as good as they do. "He's helped me paint other cars, too. We do everything in-house, but we can always use the expertise." The engine itself—including the block, turbo, and all of the plumbing—was painted black, though the cam cover matches both the engine bay and the interior. It's

TUNESHOP
www.tuneshop.com



All item currently posted on **eBay** are in fact, **INSTOCK** and **READY TO SHIP!!**
Please call 626.941.0111 for the best pricing around.

eBay's "#1" ultimate source for World Renowned automotive performance products,
all products are 100% authentic and competitively priced. We STOCK:
Advan, A Spec, Hamp Filter, JDM License Plates, Kics, Muteki, Gorilla, MXP,
Nardi / Personal Steering Wheels, Project Mu, Rays, Invidia Volk Racing, Gram Lights,
Works Bell, Work Wheels, and much much more!!

Our Business Hours are from **MON-FRI 10am - 6pm PST.**

Tel: 626.941.0111

E-mail: tuneshop@hotmail.com



another move that eschews bling yet is visually striking and demands that you know what you're looking at in order to appreciate what's going on here.

The factory suspension—all independent, with coil springs and antiroll bars at all corners—was largely scrapped in favor of a home-brewed airbag setup using a variety of pieces rather than adapting Mercedes' own airbags, as seen on the 450SEL 6.9 and other *grosser* Benz models. "We were just winging it, since no one offers a kit. Someone in Germany had posted a DIY airbag setup on a website, so we pulled some info from there."

For something with no real blueprint, the Merc was completed in haste: just 15 weeks from running 240D to running 240D with a 2JZ swap. Bill concluded, "Yeah, I don't sleep much. We're all really busy people and I know that Rob rarely has time to screw around. Friday lunch is our time to catch up with each other and to enjoy our projects. Right now, this is our Friday lunch cruiser; we usually take it to the Chinese lunch buffet." And if some kid with a ride full of bling gets punked by Grandpa's car, with driver and passengers alike cackling like looks, well, so be it.

That's the other thing about roofies. Much like this sleeper Mercedes-Benz 240D, they really knock you out. 



TUNING MENU '75 MERCEDES-BENZ 240D

OWNER ROB BAILEY

HOMETOWN LEESBURG, PA

OCCUPATION BUSINESS OWNER

ENGINE JDM Toyota 2JZ-GTE VVTi swap; Borg-Warner S366 T4 turbo; TIAL 50mm blow-off valve, 44mm wastegate; cast manifold and custom 3" downpipe; 15-gallon fuel cell; Bosch 044 fuel pump; Aeromotive FPR; -6AN feed and return fuel lines; FIC black fuel rail and 900cc injectors; AEM 5-bar MAP sensor; GM open-element IAT sensor; Honda aluminum radiator; Mazda RX-7 FC3S intercooler with custom 3" piping; shaved engine bay

DRIVETRAIN Toyota W58 five-speed manual transmission with Overdrive; Clutch Masters Stage 5 clutch; custom one-piece driveshaft; factory open 3.69 rear differential

ENGINE MANAGEMENT Haltech PS2000 ECU with Wiring Specialties Pro harness, fully tucked

FOOTWORK & CHASSIS Slam Specialties airbags; springs and sway bars removed

BRAKES factory power-assisted four-wheel discs

WHEELS & TIRES 14x5.5" factory wheels; 195/75R14 Michelin white-wall steel-belted radials

EXTERIOR factory with European foglights

INTERIOR factory with clearance made for W58 shifter and Wilwood pedals

SPEC-BUILT *Confidence*



7 DIFFERENT SINGLE DISC STAGES

supporting all power levels and drivability requirements up to 520 lb-ft torque

HIGH CLAMP LOAD PRESSURE PLATE

for a more communicative and positive feel

INFINITELY REBUILDABLE BILLET ALUMINUM FLYWHEEL

this 10-LB flywheel produces tremendous throttle response and power gains from off-idle to redline



SPECCLUTCH.COM

SPEC
CLUTCHES & FLYWHEELS

SHIFT TO A HIGHER STANDARD.



LINCOLN TECH IS PROUD TO ANNOUNCE

MOTOR TREND **ON DEMAND**

PRESENTED BY **TIRE RACK**
.com

COMING SOON

YOUR ALL-NEW DESTINATION FOR
EXCLUSIVE LIVE AND TAPED RACING
EVENTS, ORIGINAL MOTOR TREND SERIES,
AND COVERAGE OF SPECIAL EVENTS FROM
GOODWOOD TO PEBBLE BEACH, AND MORE.

FOR MORE INFORMATION VISIT:
MOTORTRENDONDEMAND.COM



ALSO BROUGHT TO YOU BY



INSTALLATIONS

PERFORMANCE PARTS

DYNO TESTING AND TUNING

5% OFF BOOMBA RACING PRODUCTS USE COUPON CODE: SSBOOMBA2015

www.boombaracing.com

boombaracing
635 WHEAT LN
WOOD DALE, IL 60191
TEL: 630-694-0404
SALES@BOOMBARACING.COM

MADE IN U.S.A.

AUTHORIZED DEALER FOR:

COBB
wilwood
ACT
AEM
DIABLOSPORT
EXEDY
RACING CLUTCH
HAWK
KELFORD CAMS
SCT
STANCE

TODA RACING
HONDA NA Specialist

K20A Engine Tuning

B18C Engine Tuning

F20C Engine Tuning

**CAMSHAFT · PISTON · STROKER KIT · TIMING BELT
TIMING CHAIN · HEADGASKET · FLYWHEEL
EXHAUST MANIFOLD · MUFFLER SYSTEM**

www.TodaRacingUSA.com | 949.336.6299

LA.SLEEVE
American Made Since 1945

ENGINE SLEEVE SOLUTION SPECIALISTS
IRON & ALUMINUM BLOCKS
STREET - DRAG - ROAD RACE - CUSTOM

SAVING CYLINDERS FOR NEARLY 70 YEARS

- Maintain block integrity to retain horsepower over time.
- Our ProCross - ProCool wet sleeve design helps sustain a proper cooling flow - ideal for turbo or nitrous applications.
- American made since 1945 - our sleeves are made in Moly2000 ductile, the finest available and have a greater density than any of our competitors.

SCAN THIS TO LEARN MORE & SEE VIDEO

LA.SLEEVE
12051 Rivera Road, Santa Fe Springs, CA 90670
Tech & Sales Line : 562.945.7578
www.lasleeve.com • info@lasleeve.com

twitter.com/LA_Sleeve facebook.com/LA.Sleeve

Serving The Import Performance Market For 20 Years

**HALTECH
PRECISION
TURBO
ARP &
COMETIC
WISECO & K1
OS GIKEN
DARTON
MANLEY
SKUNK2
MOTUL
ENKEI
APEXI
AEM
TIAL
WAVETRAC
AEROMOTIVE
SUPERTECH
ZEX & DEI
HONDATA**

Dynajet
2WD and AWD

ALAMO AUTOSPORTS
www.alamoautosports.com
T 817.860.4300 F 817.860.7178

You could be here.

To advertise in this section
call 949-705-3149.

superstreetonline.com

THE CURE FOR YOUR ITCHY TRIGGER FOOT.



**GIVE YOUR RIGHT FOOT
WHAT IT WANTS** with a K&N®
performance air intake system.
It delivers more horsepower and
acceleration—guaranteed—and
installs in about 90 minutes.
Order online today. So you can
scratch that itch.

KNFILTERS.COM | 800-858-3333



**SUPERIOR AIRFLOW.
SUPERIOR PERFORMANCE.™**

SOME INTAKE SYSTEMS ARE NOT LEGAL FOR
SALE OR USE ON ANY POLLUTION CONTROLLED
MOTOR VEHICLE IN CALIFORNIA OR STATES
ADOPTING CALIFORNIA EMISSION PROCEDURES.
SEE KNFILTERS.COM FOR CARB STATUS ON
EACH PART FOR A SPECIFIC VEHICLE.

MORE Metric



ARP Expands Its Metric Fastener Offerings...Now You Can Upgrade More Bolts & Studs In Your Ride!

ARP has high strength head and main studs, plus rod bolts, to replace the factory hardware in virtually any popular Sport Compact application. You'll find them used by leading race teams the world over.

ARP also makes polished stainless steel bolts and studs in a variety of sizes so you can attach intake and exhaust manifolds, engine accessories, driveline and suspension components with total security.

Quality is assured. ARP fasteners are engineered and manufactured in our own Southern California facilities certified to ISO 9001:2008 and AS9100. Don't settle for less!

ARP
automotive *Racing* products



800-826-3045

www.ARP-bolts.com



Get a FREE copy
of the new 2015
catalog online



STREET | SPORT | RACE

GET THE...
POWER
OF THE
PAW

DBA'S PATENTED KANGAROO PAW
VENTILATION DESIGN IS COMPRISED
OF 144 POSTS AND PILLARS THAT
PROVIDE MORE SURFACE AREA TO
IMPROVE BRAKE COOLING BY UP TO
20% AND BETTER CALIPER LOAD
DISTRIBUTION ACROSS THE ROTOR
FACE TO ELIMINATE DISTORTION.



dbaUSA
DISC BRAKES AUSTRALIA

DBAUSA.COM | 866.477.7071

happy
ending



FROM THE U.S. TO JAPAN
Props to our friends at Evasive Motorsports
for shipping their FR-S to Japan to compete at
Tsukuba Circuit against Japan's best. How did
they do? Find out at superstreetonline.com!

Photo: Ryo Kaneta



TSW

The new Bathurst RF wheel, shown above with the Silver - Mirror Cut Face finish is available in 17, 18, 19, 20 and 21 inch staggered fitments. The Bathurst RF features a brilliant starburst of ten ultra narrow beveled spokes that is as visually light as its actual weight. The Bathurst RF is manufactured using a highly advanced production technique called Rotary Forging. The rim of the wheels is forged at high pressure while the wheel is spun at high speed. This alters the molecular structure and enhances the strength of the alloy. The benefit is a much lighter weight than a regular cast wheel. Most importantly, the weight saving is in the outer rim of the wheel which dramatically reduces rotational mass and enhances vehicle performance. Visit our website for more details and to view the complete line of one-piece, multi-piece and Rotary Forged® wheels.



BATHURST RF - Silver with Mirror Cut Face



Everyday traction *or* track day action.



Continental Tire.
For what *you* do.

CONTINENTALTIRE.COM

ExtremeContact™ DW

Dynamic ultra-high performance summer tire tuned for drivers seeking extreme grip in dry and wet conditions with superior tread life and comfort.

LEARN MORE

